

THE HUMBOLDT STORY



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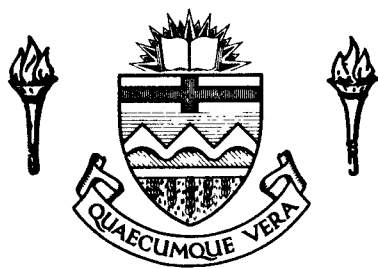
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The
HUMBOLDT
STORY

1903 - 1953

A brief history of the
Town of Humboldt, its
pioneers and development.



by Robert W. Grant

Published By
The Humboldt Board of Trade
Humboldt, Saskatchewan

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The above picture tells its own story. The site is the present R. McDonald farm and is located about one mile west of Bay Trail. Mr. McDonald's father was the last operator of the Telegraph Station. The Town of Humboldt takes its name from this station.

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Dedication

This book is respectfully dedicated to the pioneers, living and dead, whose vision, planning and determination, helped develop Humboldt and District into what is recognized as one of the finest farming and business centres in Saskatchewan.

Photo Credits

The publishers of this book are grateful for the co-operation by residents of Humboldt, and others, who loaned pictures of early Humboldt scenes, including:

Miss Frances Heidgerken
Mr. Joseph Klug
Mrs. Harry Hamilton

The publishers also appreciate the co-operation of Mr. E. G. Suchan, of Modern Photo Studio, who took all photos of present-day Humboldt except where other credit is given.

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Foreword

Fifty years are but a wink in the passage of time . . . they are but a minute in the history of man, yet this is the age of Humboldt. You will find it interesting how a certain spot was chosen in the park lands of Central Saskatchewan, few miles from the Qu'Appelle Trail, later to become the present Town of Humboldt . . . how the town was planned, built and developed into a modern community, an important trading centre with all modern facilities such as telephones, water, power and railways; highway system, hospital, elementary, high and vocational schools; stores, businesses and service establishments of all kinds essential for a modern town. All this was accomplished in fifty years.

This book is also a tribute to the men and women who pioneered the town and district, shared the disappointments, hardships, the joys and successes of a new community; whose foresight and planning dreams and determination helped make Humboldt more than just another prairie town. Their names are recorded in these pages for posterity.

In presenting *The Humboldt Story* we wish to thank the many "old-timers" who have helped provide the information for this book. Particularly are we indebted to Mr. R. W. Grant who devoted a great deal of time and energy in gathering the information, in research and in compiling the facts, and in writing *The Humboldt Story*. We believe you will find the book easy to read and very interesting.

Besides getting pleasure from reading *The Humboldt Story* it is also an historic document which will find its way to the bookshelves of our people.

J. J. Sawatsky
President,
The Humboldt Board of Trade
1954.

Preface

There are, usually, two forms which a history of this nature may take, viz: biographical sketches and a record of the personal experiences of the early settlers; or a record of the facts covering the founding and building of the town.

As this book is sponsored by the Humboldt Board of Trade, the latter of these two forms has been adopted as the most suitable. We have, therefore, attempted to compile a factual account of the town from its earliest days down to the present time, and as nearly as possible in their proper order. Compiling the required data necessitated considerable research and assistance from many sources. We are greatly indebted to the following individuals for their assistance in supplying information and take this means to express to each our thanks: Rev. Father Peter, of Muenster College, for copies of sections of his "History of St. Peter's Colony relating to Humboldt, including St. Elizabeth Hospital, St. Augustine Church and Parish, the life of the late Father Dominic, and the Separate School; Mrs. R. J. Kepkey, for copies of her material on the early days of Humboldt; Miss Beth Richardson, for information on Public School affairs; the late Robert A. Telfer of The Humboldt Journal, for access to records without which this story of the town could not have been written.

We trust that those who may read these pages will find at least some portions interesting.

R. W. Grant



This is one of the earliest photos of the Humboldt Board of Trade executive and was taken in the Windsor Hotel dining room about 1906. From left to right around the table are: F. I. Hauser, President O. W. Andreasen, not identified, H. J. Folk, R. A. Telfer, J. C. Yoerger, Father Bruno, Otto Ritz, Secretary F. Heidgerken. The three men in front are not identified.

Chapter 1

Some Early History

The founding and development of the Town of Humboldt was part of the greatest migration of people ever to take place in the history of Canada and resulted in the settlement of the whole area of Western Canada, known at the time as the North West Territories of Assiniboia, Saskatchewan and Alberta.

This enormous territory covered the area lying between the western boundary of the Province of Manitoba on the East, and the Rocky Mountains on the West; in extent approximately half a million square miles.

In 1900, the greater part of this area was unbroken prairie and park land, with some thinly settled areas adjacent to the then existing railway lines, and was the only remaining extensive area of unsettled farming land on the North American continent.

In order to arrive at some understanding as to why this vast territory remained practically unsettled up to that time it is necessary to review briefly some of the earlier history of the country.

The first claim to the territory was established in the year 1670, just 50 years after the Pilgrim Fathers landed at Plymouth Rock in the State of Massachusetts in 1620, generally recognized as the first migration to the New England Colonies.

In that year, King Charles II of England issued to his nephew, Prince Rupert, and 17 Englishmen a charter giving them the exclusive right to trade under the corporate name of The Governor and Company of Adventurers of England Trading into Hudson's Bay. The name was later changed and is now known as The Hudson's Bay Company.

The territory covered by the charter was described therein as "All that part of North West Canada drained by the streams, rivers and lakes; the waters of which empty into Hudson Bay."

At that time, the territory was totally unexplored, consequently neither the King, the Prince, nor any of the Englishmen had the slightest knowledge of the extent or value of the territory covered by their charter. They did not know that the Red River drained land to the south, deep into the area which is now the States of Minnesota and North Dakota; or that the Saskatchewan River drained the whole prairie country extending west to the Rocky Mountains; both of which rivers empty into Hudson Bay.

The significance of the charter to Canadians lies in the fact that

it established the first claim to this enormous and potentially valuable territory.

In 1670, with the exception of Eastern Canada which was then in possession of France, North Western Canada was totally uninhabited and unclaimed, and it was a generally accepted rule in international affairs of the time that occupation of unclaimed land and uninhabited territory by the nationals of a country established an undisputable claim thereto. There was, however, one qualification to this rule: namely, the claimant had to be strong enough, militarily, to defend his claim should it be challenged.

The operations of the Hudson's Bay Company under their charter consisted exclusively of barter with the native Indian tribes for furs in exchange for the requirements of these primitive people. This continued for two hundred years with little change in the business pattern.

When the Dominion of Canada was formed in 1867, the government took steps to acquire full control of Western Canada and began negotiations with the Company with that end in view. An agreement was reached in 1869 under which the Company consented to relinquish all rights held under their charter; its monopoly of trade; its ownership in the land; and its authority to govern; in return for a cash payment by Canada of 300,000 pounds sterling; title to the land occupied by forts and trading posts; and the right to retain ownership of one-twentieth of all land in the fertile belt, that is the land lying south of the North Saskatchewan River, from Lake Winnipeg and the Lake of the Woods on the east to the Rocky Mountains, totalling approximately 20 million acres, including the mineral rights therein.

Until 1883 no attempt was, or could be made at colonization owing to the lack of transportation facilities. In that year the Canadian Pacific Railway reached the central prairies and with some settlers who located along, or close to the railway line. A group, under the name of the Temperance Colony, was settled at Saskatoon, at that time over 100 miles from the nearest railway point. From 1885 to 1900, the Dominion Government and the C.P.R. made considerable effort to obtain settlers from Europe. Their efforts were not very successful, although some new settlements were established mostly in Manitoba.

The most important in Saskatchewan was that at Rosthern and smaller groups at Strasbourg and Odessa, near Regina.

During the earlier years of this period the Canadian bid for European emigration came into competition with the United States under their policy of unrestricted immigration.

After the close of the Civil War, that country entered into a period of enormous industrial and agricultural expansion. To meet the labor requirements of this vast development they opened their immigration gates to all countries and immigrants flocked into the country in unprecedented numbers, mostly from Europe. Of these, great numbers were absorbed in industry and additional thousands settled on the new fertile lands of the mid-western states of Minnesota, the Dakotas, Iowa,

Kansas. The result was that any attempt by Canadian organizations to obtain new settlers met the strong competition of the United States where opportunities and climate were generally more favorable. As a matter of fact, during that period, Canada lost to the States not only some of the immigrants she had obtained from Europe, but also large numbers of native born Canadians.

However, by 1900 this situation had changed considerably. The free agricultural land of the U.S. was nearly all gone resulting in an ever increasing demand for more cheap land, the only remaining extensive area of which was that of the Western Canadian prairie territory.

Little was known at the time by the general public in the U.S. or even in Eastern Canada about this country, and that little was mostly unfavorable, particularly as to the climate. A widely held opinion of the time was that it was a country next door to the North Pole, of almost perpetual snow with heavy frosts every month in the year.

However, 1901 events were in the making which were soon to prove or disprove this estimate.

Chapter 2

The Railways and a Land Deal

The railways serving the Saskatchewan Valley, the area with which we are concerned, consisted in 1901 of the C.P.R. main line along the southern boundary; the Manitoba and Northwestern from Winnipeg to Yorkton completed about 1895; the Canadian Northern Railway, a Mackenzie and Mann project completed from Winnipeg to Dauphin with construction pushing westward with Edmonton as the objective; and the line from Regina north through Lumsden to Saskatoon and Prince Albert.

As the tangled affairs of this latter railway proved to be the key which opened the door for the vast migration to the prairies, it is necessary to deal with it in some detail.

From 1885 onward, the Temperance Colony at Saskatoon which had to freight all its supplies from Regina and Moose Jaw by team, together with Prince Albert, one of the oldest communities in the west, were clamoring for rail connection with the C.P.R. main line at Regina. Finally, through the efforts of a prominent Winnipeg financial concern, Messrs. Osler, Hammond and Nanton, a company with the grandiose name of "The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company", was organized to build the railway. The necessary capital was raised from English sources and construction started in 1889.

The steel reached Saskatoon in July, 1890, and was completed to Prince Albert later the same year. In keeping with the policy of the time covering railway construction, the company received from the Dominion Government a grant of land totalling 1,600,000 acres adjoining the railway right-of-way. When completed the road was operated by the C.P.R. under a lease agreement to run ten years.

From 1890 to 1900, the owners made little attempt to obtain settlers for the land covered by the grant, consequently little freight traffic was developed, resulting in poor returns on the investment. This situation led to dilatory tactics on the part of the company in the selection of their land, claiming that it was unsuitable for agriculture and demanding additional land in other areas from which to make their selection. They even went so far as to threaten legal action against the Government. At this stage, early in 1902, two Canadians appeared on the scene, Messrs. Davidson and McRae, of Winnipeg and Minneapolis, who had been very successful in disposing of Great Northern Railway land in the states of Minnesota and North Dakota for the railway

magnate, James J. Hill of St. Paul. Getting wind of the state of affairs between the Dominion Government and the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, Davidson and McRae approached the disputants with an offer for the land. The offer was accepted by both parties and resulted in the purchase of all the unselected land remaining in the original grant, amounting to almost 1,000,000 acres, for the price of approximately \$1.25 per acre.

This deal had far reaching effects on Western Canada as a whole, and on the Saskatchewan Valley in particular.

Firstly, it started the greatest migration of people ever to take place on the North American continent. It led to the Saskatchewan Valley, of which Humboldt is a part, being settled by people of predominantly American origin. Thirdly, it produced the only mass emigration in the entire history of the United States. According to figures of the Dominion Bureau of Statistics, in the ten-year period 1901 to 1911 three quarters of a million people entered and settled in the provinces of Saskatchewan and Alberta.

Not all of these were Americans. Eastern Canada, the British Isles and most European countries supplied substantial quotas. But the majority were from the United States with nearly every state represented.

Of Davidson and McRae's land purchase, a traveller over the railway land through the territory in 1900, writing in the press, had this to say: "When you got north of Lumsden you ran for more than 100 miles without seeing a single person except a few section men, and even they were not there in the winter."

The author of that comment was pretty close to the mark, for in 1839 the only permanent residents in the area were Mr. Charles Edwards and two sons, ranchers in the Arm River valley near Findlater; Mr. and Mrs. James Wilson, in the railway station at Craik; and this writer and his brother on Section 27-29-26 W2nd, about 12 miles south-west of the present town of Watrous. The land deal completed in May, 1902, Messrs. Davidson and McRae lost no time in taking steps to realize on their purchase. They organized a party composed mainly of wealthy investors in land which was at the time an active field of investment, and chartered a train for a tour of inspection. The train reached Regina in July and as there were no livery or taxi facilities between Lumsden and Dundurn, no extensive examination of the land could be made. The train halted at intervals along the line giving the passengers an opportunity to examine the soil as best they could on foot. In this way Dundurn was reached, being the northern limit of the land under inspection.

Land was purchased in blocks of various sizes all along the line, with the heaviest investments in the Craik, Davidson, Hanley and Dundurn areas. One block of 40 sections between Craik and Girvin became the Detchon farm which in 1905 harvested 120,000 bushels of wheat. It was claimed at the time that Davidson and McRae disposed of the major portion of their purchase to that first party.

The history of this land deal would not be complete without a

recounting of the story of the Meillike wheat field which had wide publicity at the time.

A prominent American, Mr. E. J. Meillike, was a jump ahead of Davidson and McRae by a purchase in 1901 of considerable acreage at Dundurn from the Saskatoon Temperance Colony. In the spring of 1902 he seeded a large field of wheat on spring breaking. In July, when the Davidson and McRae train reached Dundurn they saw a magnificent field of wheat waving in the summer breeze which to them was convincing proof that the land was suitable for growing wheat. It was later claimed that, as a result of seeing Meillike's wheat field, many who had purchased limited acreages doubled or tripled their purchase, while others who up to this time were doubtful, made extensive purchases. This incident grew into the legend that "Meillike's wheat field settled the whole Saskatchewan Valley."

The Meillike family is represented in the business life of Humboldt today in the persons of Gordon and Floyd Grest, sons of the late J. P. Grest who founded Grest Motors Ltd.

In order to extend their operations, Davidson and McRae organized the Saskatchewan Valley and Manitoba Land Company and undertook the disposal of the railway lands of the Canadian Northern Railway, then under construction between Dauphin and Edmonton, for MacKenzie and Mann.

In the Humboldt district, however, a religious organization, the Order of St. Benedict, became the agency of settlement having obtained the colonization rights covering about fifty townships extending from Engelfeld on the east to Prud'homme on the west. The purpose of the Order was to establish the Colony of St. Peters by settling people of their religious faith, as far as possible, on the land. The head of the Order and founder of the Colony was the late Right Rev. Abbot Bruno, O.S.B., and the success of the undertaking is shown in the thriving parishes of Humboldt, Carmel, Bruno, Dana, Peterson, Cudworth, St. Benedict, Leofeld, Hoodoo, Willmont, Fulda, Pilger, Lake Lenore, Anaheim, St. Gregor, Muenster, and a number of other parishes; the prosperous farms of the district; the splendid Cathedral and College at Muenster now catering to the educational and cultural needs of the people.

This brings us to the period immediately preceeding the founding of the Town of Humboldt and before proceeding with its history it might be of interest to survey briefly the world and some of the conditions existing 50 years ago, in contrast with those of today.

In 1900, Canada was engaged with Britain in the last stages of the Boer War. Queen Victoria was still on the throne but nearing the end which occurred in the following January. In the United States, the smoke of the Spanish-American War had settled. William McKinley, whose life was to be ended the following year by an assassin's bullet, was the president. In Canada, Sir Wilfred Laurier was premier and Sir

Frederick Haultain was leader of the Coalition Government administering the affairs of the North West Territories.

Life in those days was lived at a more leisurely tempo as compared with today, although many things we now have were lacking. In the business world everything was comparatively calm and peaceful. The Cartel and Monopoly stage had not yet arrived, neither had the large retail chains. Labor was, to a large extent, unorganized, consequently the relations between capital and labor seemed, at least on the surface, harmonious. There were no motor cars, consequently no highways; no moving pictures, radio or television. No refrigerators, or airplanes; no farm tractors or combines and none of those latest playthings, atom or hydrogen bombs, and hundreds of other gadgets in use today intended to make life more pleasant, safe and easy. Younger people born into the world of today with all of these things must wonder how we of those days existed.

Chapter 3

The Town of Humboldt

There is, in the archives of the Hudson's Bay Company, the diary of an Englishman, Anthony Henday, who crossed the country on foot in 1754, from a point on the Carrot River to a point on the South Saskatchewan near the site of the present city of Saskatoon, but a glance at a map would indicate that his route must have been some distance north of here, about on a line through the Lake Lenore and Prudhomme country. It is most probable that Government survey parties running the Township lines, about the year 1880, were the first outsiders to visit the townsite.

Prior to the survey of the railway, and the founding of the town, the only significant occurrence in the vicinity was the establishment of the "Humboldt Telegraph Station and Supply Depot" during the Rebellion in 1885. This was on the route of the soldiers' march from Qu'Appelle station to Clarks Crossing, about seven miles south, on what is now the MacDonald farm.

The Town of Humboldt is situated on the North East quarter of Section Nineteen and the North West quarter of Section Twenty in Township Thirty-seven, Range Twenty-two, west of the Second Meridian, main street of the town being the road allowance between the two above named sections. It is 425 miles, by C.N.R., west of Winnipeg and about the same distance East of Edmonton. Regina lies almost directly to the South, 150 miles away; Saskatoon about 65 miles to the West, and from Humboldt to the U.S. border is 225 miles. Highways connect all of these points to Humboldt. It lies in what is known as the park country, as distinguished from the open prairie. In the earliest days the proportion of bush to open land varied according to locality, from forty to sixty percent in some districts to all bush in others. The appearance of the country has greatly changed in recent years as it was gradually cleared and brought under cultivation, with some sections today assuming the appearance of open prairie. The district generally has produced excellent crops down through the years with never a total failure.

In naming Humboldt, the Railway Company no doubt adopted the name of the old telegraph station, which had been abandoned for years. While there is no other Canadian place bearing this name, there are several towns and villages in the U.S. named Humboldt. They are all derived from the same source, namely the great German naturalist, Alexander Von Humboldt, who lived during the latter years of the



This busy scene was taken in front of Howson Brothers Livery Stable about 1906. The stable was located on Livingston Street on what is now the site of Central Motors. The barn was later taken over by Mr. H. C. Hallett and was destroyed by fire on July 12, 1917. Men from a circus in town that day turned out to help fight the fire and save other nearby buildings. At the time of this picture The Humboldt Journal occupied a portion of the low building just north of the barn. The two-storey building across the street was Mike Pitzel's meat market and the shack at right was a Chinese laundry.

18th and the early part of the 19th centuries and who, about the year 1800, travelled extensively in North America making a study of its natural phenomena.

In common with all towns or communities, the history of Humboldt is a record of the building and development of its business life and public facilities. The extent to which these facilities are provided and honestly and efficiently operated is the measure of the success of any community. In 1903, the townsite had not yet been located or surveyed and not much could be done to establish business places, although settlers were moving onto their land in ever increasing numbers, making it expedient to supply their needs with as little delay as possible.

One merchant, Mr. Gottlieb Schaeffer, believing that the townsite would be located about four miles farther west, built his store near where Dixon siding now stands and opened for business. It was later moved to Humboldt and operated for many years as "The Pioneer Store."

Among the earliest residents to arrive in Humboldt were the late Mr. R. J. Kepkey and Mrs. Kepkey, who arrived in 1904. They took a prominent part in the business and social life of the town, from the earliest days until quite recently, upon retirement of Mr. Kepkey as Postmaster, a position he held continuously since 1907. We are greatly indebted to Mrs. Kepkey for the following account of the early days of Humboldt, a copy of which was placed, with other historical data, in the cornerstone of the Town Hall at the time it was laid in 1913.

"Humboldt's 21st Anniversary by Rose Ann Kepkey"

"The Canadian Northern Railway, under construction, reached Humboldt in September, 1904. The first building was a log restaurant, which was built by Mr. Rath on the north side of the track. The chief part of the meal was rabbit, there being no other meat available. Among the first buildings erected here were the Depot and temporary housing quarters for the railroad employees and temporary roundhouse. Mr. John McTaggart from Winnipeg was early on the ground; being a relative of Sir William McKenzie, he was given preference in getting his material on the grounds for his hardware store. He carried a complete stock of hardware and later sold out to the Great Northern Lumber Company. This store was built before the town was surveyed. Mr. Henderson from Winnipeg was an early settler, establishing a lumber and hardware business. He built in the Northwest part of the town also before it was surveyed. This business was later sold to Messrs. Ritz and Yoerger.

"The first general merchants in town were the Great Northern Lumber Company carrying a stock of general merchandise, hardware and lumber. Their store, built on the south side of the track, was a tar papered building and was situated where the old fire hall stood. The fire hall was a frame structure, the front part used for the storage of the fire engine and hose and the back part for housing the pump. The well was a producer of good water and supplied the needs of the town, delivery being made to all.

"The pioneer merchants and early businessmen of the town were as follows: Andrew George, A. J. Eidelbrock, J. W. Lowes, R. J. Kepkey, E. T. Wallace, Freeman Young, John Cummings, T. McClocklin, John McTaggart, Mr. Henderson, J. H. Lyons, Otto Ritz, George Ritz, J. G. Yoerger, F. K. Wilson, G. B. Richardson, George Bushey, Joe Bushey, A. E. Pike, N. R. Bell, F. B. Davidson, E. G. Walker, Dr. D. B. Neely, O. W. Andreasen, A. J. Kruse, F. Heidgerken, Telfer Bros., J. M. Crerar, A. J. Borget, Hy. Haskamp, John Speak, Hanson Bros., G. Schaeffer, John Schaeffer, A. E. Rouse, Tom Kidd, George Barnes, and Robert Walker.

"The first overseer was J. H. Lyons who was succeeded by J. W. Lowes, to whom great credit should be given for his work in getting the town established. It was during his term of office as overseer, that plans were made for the incorporation of the hamlet as a town. He ran for office of mayor but was defeated by a small margin by O. W. Andreasen who became the first mayor of Humboldt. During his term of office many local improvements were made, waterworks, electric lights and many miles of sidewalks. The town was organized into a school district in 1905, the first trustees being George Ritz, E. G. Walker and J. G. Yoerger. The first school teachers were Miss Alma Lyons and Miss Scanlan. There being no school building, classes were held in the Presbyterian church.

"The Presbyterian church was the first church established here in 1905 with Reverend Jos. Hunter as the missionary who came direct from Scotland. This church was later sold to the Salvation Army who are still carrying on in the same building.

"The next church to be established here was the Anglican, which was built close to where the Post Office now stands. This building was later moved to their own property and is still in use as a vestry.

"The Roman Catholic Church held their services in the Old Great Northern Store on the south side of the track. This building was later torn down and rebuilt near their present church on First Avenue and later used as a school.

"The pioneer settlers drove in from Rosthern and Saskatoon, before the railroad was built. They mostly lived in log shacks, a few had horses but most of them had oxen. They came to town over trails which wound around sloughs and bluffs. The trail to the south passed by George Barnes' place, by Mr. Kopp's and Joe Tholes' places and by the old telegraph station. The old station was a log building and was replaced by the building now on the site. The lumber and material used was freighted from Saskatoon. Mr. J. H. McDonald was the first operator. The Humboldt mail went by train to Rosthern and was brought by stage to Muenster from where it was brought to Humboldt every Saturday and distributed from the Great Northern Company store. Later the Post Office was established in Lowes' and Kepkey's General Store, Mr. Lowes being the postmaster.

"The first passenger train arrived in May, 1905, and created great



Three of the first men in Humboldt are shown here. They are, from left to right, Ab. Stirling, Fred Heidgerken and A. J. "Gus" Kruse. Mr. Heidgerken and Mr. Kruse were partners in a real estate business formed about 1905. Mr. Kruse, now retired, is the oldest living resident of Humboldt. Mr. Heidgerken's family is well represented in the business life of the town.



Date of this picture is not known but is thought to be about 1912. At that time Humboldt was in full boom and the Board of Trade had a full-time paid secretary-manager. In his office on the C.N.R. Station grounds he provided information on the town and district to travellers and settlers, prepared and released publicity to encourage settlers in the district and attract new businesses. The building was later sold to McNab Flour Mills and is still in use there as an office.

excitement. We had mail and train service every second day. Before this the first settlers came on the caboose and work trains. The town's first celebration was held on 1st of July, 1905, with floats, horse racing, baseball and football. The town was nicely decorated for the occasion with flags and bunting and Dorothea Kepkey was Miss Humboldt. (Dorothea was the first child born in Humboldt).

"The first fire was the Windsor Hotel which was burned while under construction. The building was up and a stairway in it was partly lathed. A strong wind was blowing, and it was thought that coal oil had been accidentally spilled which in some way became lighted. The flames and sparks and flaming shingles were carried south a distance of three miles. Several men escaping in their night clothes were quite badly burned and were given medical attention at Wallace's drug store by Dr. Neely and Mr. and Mrs. Wallace. One man and his dog were burned to death. Mr. Tom Kidd, who was working on his engine in the railway yards, was the first to discover the fire and give the alarm. The people of the South side, in the track of the wind, spent the night on their roofs, extinguishing sparks as they landed." R.A.K.

From old records it would appear that the first actual settler in the Humboldt district was Caspar Feltin, who arrived at his land on the 15th of March, 1903, followed closely by A. Hulz on March 23rd. Other early arrivals were Paul Thiemann, April 10, John Polries, May 2nd, E. Lindberg, June 1st and Albert Ecker, June 19th. Later the same year saw the arrival of the Kopps, Mycocks, Fords, Florys, and many others. Mr. Leo Flory was born in the district on October 27, 1903.

While 1904 saw the arrival of the railway line and the actual founding of the town, 1905 was a year of much business expansion, the providing of school facilities, and the setting up, by the various religious bodies, of places of worship. Late in 1904, Mr. George Bushey started construction of the first hotel, which he operated for a short time and sold to A. B. Buie of Grandview, Manitoba, who ran it for a number of years as the Humboldt Hotel. This building was located on property now occupied by the Bowman Bros. building.

A business venture of considerable importance to the community was the establishment by R. A. Telfer of a printing business and the publishing of a newspaper, "The Humboldt Journal", the first issue bearing the date of the 19th of October, 1905. W. B. Telfer joined his brother in the firm in 1907. The policy of the publisher, as announced in the first issue, was the furthering of the interests of the town and district at all times, and this policy has been consistently followed during the long life of the Journal which has continued, under the same management, for forty-eight years. This must be close to a record in the Provincial newspaper field, of which the Telfers may be justly proud. W. B. Telfer, better known as Bill, the junior of the original Telfer Bros., severed his connection with the business some years ago, and recently Mr. Walter Telfer, a son of R. A., joined the firm.

In October, 1905, just one year after the arrival of the railway

line, business and professional interests, in most lines, were fairly well represented as shown by the following which is a business directory of the town at that time:

Great Northern Lumber Company	General Merchandise
Ritz and Yoerger	Hardware and lumber
J. H. Lyons	Lumber and coal
Lowes and Kepkey	General Store
McClocklin and Co.	General Store
Gottlieb Schaeffer	General Store
E. T. Wallace	Drugs and accessories
George Ritz	Furniture
Alfred Rouse	General Merchant
J. Speak	Harness Maker
Humboldt Liquor Store	Wholesale Liquors
John Schaeffer	Meat Market
J. P. Esaw	Photographer
F. Young	Baker
J. H. Thiemann	Blacksmith
Howson Brothers	Livery and Feed Stable
Johnston and Taylor	Real Estate
John Jansen	Real Estate
H. W. Taylor	Undertaking
Joe Gabel	Barber
A. E. Buie	Humboldt Hotel
Low Lee	Laundry
A. J. Atlas	Restaurant
Mrs. Jarvis	Restaurant
Union Bank of Canada	Banking
H. D. Pickett	Barrister
Dr. D. B. Neely	Medical Doctor

During all of this time, settlers continued to pour into the country, the peak being reached in about 1906. The numbers of Americans emigrating to Canada created some concern in certain quarters in the United States, which deplored the loss of so many of their most progressive farmers, together with their cash and equipment. This problem was the subject of an editorial in an American newspaper, "The Portland Oregonian", reprinted in the Humboldt Journal of the time. While containing a sour note on the loss of the citizens and wealth, this article also contains some very interesting remarks showing that at least one editor treated philosophically a situation about which nothing much could be done. It is here reproduced in full as follows:

"The exodus of American farmers to Canada continues to be a phenomenon of the first importance. More of them are crossing into Canada this fall than ever before and they are flocking thither from

all parts of the country. Formerly, it was the Middle West alone, which thus lost the heart of its citizenship. Now all parts of the Union suffer alike. Besides the regret we cannot help feeling over the migration of many thousands of excellent citizens to a country which is certainly foreign and which may become hostile, the matter has an economic side which causes some concern.

"The 70,000 farmers who will go to Canada this fall to live will take with them some 70,000,000 dollars in cash and effects. But, of course, the most serious loss is the men themselves and their families who have forsaken the land of the free and the home of the brave to dwell under the rule of a monarch. Why do they go? Naturally, the cheap and fertile land of Western Canada attracts them. Each immigrant goes with the reasonable expectation of bettering his fortune. Indeed, in a few years he may grow rich through the abundant crops he can raise, and the increase in land values. But perhaps this is not the sole reason for the astonishing migration. There is a common notion abroad that, in Canada, life and property are appreciably safer than they are here. Murders are not so frequent, and are more speedily and surely punished. Mobs and unwritten law are virtually unknown in Canada. Again, the law is a vastly more ascertainable entity there. Canada does not permit its judges to veto acts of the legislative body. When a statute has been enacted, it is known to be a law of the land, until it has been repealed. This naturally imparts to Canadian civilization a security and stability which we have not yet attained."

Here are some items of news taken from the first issue of the Journal dated the 19th of October, 1905, which may be of interest:

Item: On Monday morning the Union Bank of Canada opened for business in the Bushey building under the management of Mr. F. K. Wilson.

Item: Mr. Joe Genbrock who has been manager of the Great Northern Lumber Co's lumber yard here for some time, has been transferred to Muenster. His place here has been taken by Mr. Gus Kruse, who arrived last week.

Item of interest to housewives:

Grocery prices: 16 lbs. Granulated sugar, \$1.00; Celebrated Gold Standard tea, 25c per lb.; Best ground coffee, 8 lbs. for \$1.00.
Grain prices—Wheat No. 1 Nor. - 60 cents, No. 2 - 57 cents, No. 3 - 54 cents.

Additional developments, towards the close of 1905, included the completion of the Windsor Hotel by the Humboldt Hotel Co., Ltd., the opening of Dominion Lands sub office with Mr. F. I. Hauser as the agent and the borrowing by the Village Council of \$1000.00 to be used in building sidewalks.

On July 1, 1905, the creation of the Provinces of Saskatchewan and Alberta changed the status of the country and was to have a considerable influence on its future. The creation of the province of Saskatchewan necessitated the holding of an election to decide who

was to form the new government. The contenders were the Liberal party under the leadership of the Hon. Walter Scott and the provincial rights party led by the Hon. Frederick W. G. Haultain, later Sir Frederick and Chief Justice of the Supreme Courts, who had been the leader of a coalition which administered the affairs of the former Territorial Government.

The election, hotly contested, resulted in victory for Mr. Scott and his party, who therefore, became the first Premier of the new province. Dr. Neely, running as a supporter of the Liberals, was elected by a substantial majority, thus becoming the first M.L.A. to represent the Humboldt district.

The Federal member at the time was Mr. Allan J. Adamson of Rosthern, also a Liberal.

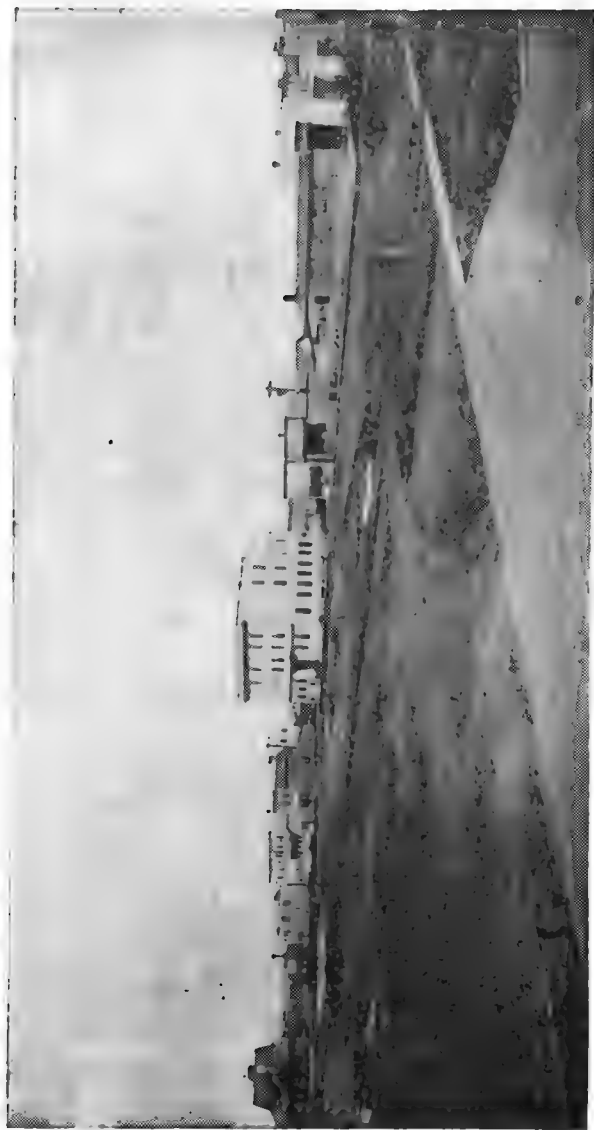
Early in 1906, steps were taken towards the organization of a Board of Trade with the following slate of officers: Hon. President, Dr. D. B. Neely; President, E. T. Wallace; First Vice Pres., F. I. Hauser; Second Vice Pres., Fred Heidgerken; Secretary Treas., F. K. Wilson; Councillors: J. W. Wanless, J. W. Lyons, Robert Telfer, J. H. Lowes, and J. L. Lindberg.

It was at this time that a bitter controversy arose, as to where the capital of the new province should be located, the contenders being the cities of Regina and Saskatoon. A Saskatoon delegation visited Humboldt to solicit the support of Dr. Neely, M.L.A., to their claim that it was the logical place, as it was in the exact centre of the province. Whether they succeeded in obtaining the doctor's support is not known, but the result of the vote was something like twenty in favor of Regina to two for Saskatoon.

Some further development in the early part of 1906 was the purchase of a jail building, selection of a cemetery site (Protestant), the opening of a branch by the Canadian Bank of Commerce, the first steps towards establishing a creamery, by grant from the Council on a site to O. W. Andreasen, erection, by George Stokes, of a harness shop on Main Street, the erection of a livery and feed barn on Livingstone Street by Mr. Stevens and the opening of a watchmaker and jewellery store by A. Zilliax.

Here is a report on conditions, as they appeared to a traveller, on a trip through the district early in 1906:

"The year 1905 will go down in history as being the greatest period of advancement and development that the Canadian North West has ever known. During the past two years, the marvelous extent of railway construction in the country has been the means of tapping the fertile sections of the country, and in particular the great Saskatchewan valley, and opening up and making possible for settlement, vast areas of the choicest farming lands. One of the recently constructed lines into the fertile West is the Canadian Northern Railway, which, in 1905, was completed to Edmonton. As fast as the line was completed, towns and villages sprang up, almost over night, along the right of way, each



This was Humboldt about 1910 when the business section centred on Railway Avenue and was just starting to expand up Main Street. The large building is the Windsor Hotel. The first Windsor was destroyed by fire while still under construction. The long, one-storey building on Main Street was the Great Northern Lumber Co. store and what is now Humboldt Dept't Store. The building which now houses Barney's Grocery was then the Liquor Store. Farther down the street, the building with the balcony is the old Humboldt Hotel destroyed by fire about thirty years ago. Note the board walks.

striving to establish itself as a self-contained up-to-date community with all the requirements of a modern town or village. Fast as has been the growth of many of these places, Humboldt undoubtedly takes the lead. Before the rails had been laid this far, a little over a year ago, building operations had begun, and since that time the town has steadily grown, until today Humboldt stands as a fitting example of a typical western town. In addition to being a divisional point on the railway, it is backed by one of the finest wheat growing districts to be found anywhere. The surrounding country is well adapted for ranching and mixed farming, with plenty of grazing and abundance of water. Some idea of the volume of business transacted may be gleaned from the fact that there are five general stores, all doing a flourishing business. The merchants cater to the requirements of all the settlers over a very large area, and carry suitable stocks to meet all the needs of the settlers.

Hotels: No new town in the country has better hotel accommodation. The local hosteleries are up to date and modern in every particular and guests are well taken care of.

Banks: The measure of a town is often taken by the number of financial institutions doing business therein; and it is worthy of note that Humboldt, less than two years after it was founded, has two chartered banks, the Union Bank of Canada and the Canadian Bank of Commerce.

Elevators: Great inconvenience was caused the farmers of the district in handling last year's harvest through lack of elevator facilities. This is being remedied and they are assured of at least two elevators for this year's crop, now under construction.

Creamery: A very important business is now being established here, in the creamery, by Mr. O. W. Andreasen, and now under construction and which will be in operation shortly, to serve the dairying industry in the district.

Water: One of the first questions asked by a newcomer is regarding a water supply. Until recently some apprehensions were entertained, as to the possibility of obtaining a good supply of water in Humboldt. Recently these apprehensions were set at rest, by the success of the drilling operations at the new creamery where water was struck at a depth of 175 feet, and there is evidence that the supply is unlimited.

Board of Trade: This organization came into being on the 7th of February of this year, and is assisting greatly in the development of the town. Already good results have been obtained through its efforts.

New Settlers: Train after train of new settlers and their effects are arriving steadily, unloading and moving out to their land. It would, therefore, appear that Humboldt is bound to become one of the most important towns between Dauphin and Edmonton."

The Creamery was completed at a cost of \$4000.00 and commenced operations in June. The entire process of butter making was carried on under the latest up to date method and was a great incentive to the

dairy farmers of the district. During its first year of operations, June to December, 32,000 pounds of butter were manufactured. Owing to very severe and recurring snow storms in January and February, 1907, the railway had great difficulty in keeping the line open and the traffic moving. The worst section was that between Humboldt and Dana where the line was blocked and no trains got through for several days, resulting in merchants stocks in some lines running short. On one occasion a passenger train was held at Humboldt for two weeks on account of a blockade which made it necessary for the railway management to provide meals and accomodation for the passengers at the two hotels at a cost of \$6580.00.

Humboldt was incorporated as a town in April, 1907, and the first election for a Municipal Council resulted in Mr. O. W. Andreasen being chosen as Mayor, with councillors J. J. Stiegler, A. Zilliax, Otto Ritz, R. Morrison, E. G. Walker and J. J. Gable. In May the town was made a Customs Port of Entry.

The new council took vigorous action to provide adequate fire protection by the appropriation of \$7000.00 for building and equipment for the purpose. They also purchased a road grader and greatly improved the streets. Other activities during the year were: the erection by the railway company of large freight sheds, the largest on the line between Dauphin and Edmonton, erection of a Massey-Harris warehouse, laying of a waterline by the Railway to Burton Lake, and the formation of a Choral and Orchestral Society.

Towards the close of 1907 the town had the following business places: A weekly newspaper, Union Bank of Canada, Canadian Bank of Commerce, Central Creamery, Dominion Lands Office, British American Elevator Company - 60,000 bu., Saskatchewan Elevator Company - 60,000 bu., Calgary Cold Storage, Windsor Hotel - 40 rooms, Humboldt Hotel - 30 rooms, Furniture Store, 6 General Stores, 3 LumberYards, 3 Hardware Stores, 2 Jewellery Stores, 2 Medical doctors, Poulation 600, Marketed 500,000 bushels of grain.

In 1908, the largest land deal in the history of the town was the sale by the German American Land Company of 75,000 acres of land in the district to the Luseland Company of Saskatoon. A further indication of the rate at which settlement was taking place, was shown by the number of patents issued during the year, by the local land office. These amounted to a total of 2373, being exceeded only by the Regina office with 2390.

During this period, there were consistent rumors of new railway lines to be constructed in the near future. A line was to be built from Humboldt to Davidson, thence west to cross the South Saskatchewan river at or near the Elbow, to open up the Goose Lake country and continue on to Calgary. Another in prospect was a C.P.R. line from Regina, through Humboldt to Prince Albert, while a third was a line to connect Humboldt and Melfort. The first of these was never heard of again, while the latter two materialized some ten to twenty years later.

This railway promotion boom brought into prominence an unusual character in the person of farmer Hines. Mr. Hines was a native of North Dakota, who was reputed to have had some success there in promoting short railway lines to assist farmers in isolated districts in the marketing of their grain and produce. His plan here was the building of a railway from Regina, up the west side of Long Lake, through Humboldt to Melfort. Named the Farmer's Railway, it was to be financed by the sale of its bonds to the farmers of the district served by the line. As all the existing Canadian railways were owned by three large corporations, the Grand Trunk Railway Co., the Canadian Pacific and the Canadian Northern, not much attention was paid to Farmer Hines and his scheme. However he was persistent and held a number of meetings throughout the district and apparently interested a number of farmers in the project, enough to obtain a charter. The Charter provided for the building of a railway line from Regina to Melfort, a distance of 250 miles at a cost of \$23,000 per mile.

Apparently Mr. Hines succeeded to a point where actual grading was started near Lake Lenore. A letter to the Humboldt Journal of September 23, 1909, reads: "Will you please give me space to tell your readers that grading on the Farmers Railway has begun at Lake Lenore. One station is finished and several new teams are to begin other stations this week." On September 30, one week later, a news item appeared stating that "Farmer Hines had gone violently insane. He had been in the Lake Lenore district laying out townsites, and last week he suddenly began to act strangely, and is being held at a farm house under observation." Later he was declared to be mentally ill and confined in the Mental Institution at Brandon. His tragic fate resulted in the collapse of the Farmers Railway.

Farmer Hines must have recovered from his illness as several years later he again appeared in the news, for bootleg activities around Moose Jaw, for which he became involved with the law authorities.

The Dominion Government made a free grant to the Town of the SW $\frac{1}{4}$ 29-37-22 to be used as a park and fair grounds, thus providing suitable grounds for exhibition purposes. An Agricultural Society was organized in April, 1909, with the following officials in charge: Honorary President, Dr. D. B. Neely; President, H. J. Michaels; Vice President, J. T. Richardson; Secretary Treasurer, J. M. Crerar. Board of Directors: John Schaeffer, W. Bonas, F. I. Hauser, D. S. Blair, Nick Therres, Hubert Rauw, Charles Mycock, O. W. Andreasen, John Waddell, George Schnauffer, Michael Washkowski and Robert Telfer.

A Turf Club was formed, which completed the building of a race track and grandstand on the Exhibition Grounds. The Agricultural Society held its first fair in September, 1909, which was opened by the Hon. W. R. Motherwell, the then Minister of Agriculture in the Dominion Government, and drew the largest crowd ever gathered together in Humboldt. A good exhibit of all classes of live stock and produce was shown.

The yearly report of the Central Creamery showed that the output of butter for that year was 100,000 pounds.

News item: "The Journal begs to acknowledge a unique visit paid to it Thursday afternoon last, the uninvited guest being a large black bear, which strolled into town for a casual look around. Bruin made his appearance out of the bush immediately opposite to the Journal office and approached the door of the editorial sanctum with an air of indifference. However, when the odor of printers ink reached him, he wandered off, and has not since been seen." We are assured by the editor that this incident is authentic and actually happened.

The financial statement of the town for 1909 is shown as follows:

Receipts		Expenditures	
Cash on hand	\$ 170.10	Sidewalks	\$ 287.83
Tax Arrears	570.53	Grading and ditching	1215.70
Current Taxes	1551.49	Postage and printing	153.40
Interest on arrears	64.65	Tools and equipment	79.65
Licences	465.00	Park improvements	257.35
Pound fees	24.75	Salaries	1282.70
Waterworks	209.45	Deb. and Interest	653.85
Proceeds of Sale		Waterworks	333.70
of Debentures	15600.00	Interest	196.19
Fines, Dog tax, etc.	402.80	Fire Dept.	194.80
		Miscellaneous	710.44
		School Board	4200.00
		Payment on Notes	8500.00
		Cash on hand	1030.16
	18148.76		18148.76

Progress continued throughout 1910, with not many changes in the business structure, but was confined to improvements in the streets. sidewalk extension and expansion of telephone facilities, which included long distance connection through Warman. An indication of the increase in town property values was the sale of a parcel on Main Street at \$50.00 per foot frontage.

An interesting feature was the proposal advanced to the Government that the Provincial Mental Hospital be located at Stony Lake, as it had "all the conditions and requirements necessary for an institution of that kind." The location, it was claimed, was "about the right distance from town, the matter of drainage would be simple and inexpensive, and the scenery all that could be desired."

A holdup Saskatchewan Style:

"A party composed of John Q. Brandon, J. M. Crerar and Barney Timmers had a rather unusual and thrilling experience last week while enroute to Saskatoon, in the former's auto. It appears that the trail they were following took them through a farmer's wheat field which, evidently, did not meet with the said farmers approval for the party suddenly found themselves surrounded by the entire household, and

held at point of axes, knives and other weapons of a menacing nature. They were at once commanded to "come across" with twenty five bucks of good Canadian money, failure of which would be the annihilation of the party including the machine. It was a clear case of holdup and when a pole was thrust through the front wheels, any escape was made impossible. After considerable arguing and threatening on both sides, the tourists concluded that the best way out was to comply with the demand of their captors, and forthwith separated themselves from the amount demanded. They were then allowed to proceed on their way without further trouble. The R.N.W.M.P. has been acquainted with the facts and will look into the matter."

The present Post Office building, then under construction, was completed in 1910 and in the latter part of that year, Postmaster R. J. Kepkey moved the office equipment into the new building. A business change of considerable interest took place in the latter part of the year when Gottlieb Schaefer, the early pioneer, who chose the spot near Dixon as the townsite, disposed of his business, "The Pioneer Store", to Messrs. Cates and Bruser of Winnipeg, which later developed into Brusers Limited, the large Department Store of the present time.

About this time, the telephone exchange system was completed with 66 phones installed. Central was located in the Dominion Customs office, with Mr. J. T. Richardson in charge.

The years 1911, 1912, and 1913 proved to be the greatest in the entire history of the town, not so much from the standpoint of increase in population, but for the enterprise shown by its citizens. The first problem dealt with was the rink, which up to that time had been of the open air variety. For some time, efforts had been under way to obtain the necessary funds to build a rink by private subscriptions. It was finally decided that this method would not provide a rink building to meet the requirements of a fast growing town and that it should be a Municipal undertaking. The result was the construction of a skating rink, 80 x 175 feet, with an addition at the side thirty feet in width, sufficient for two sheets of curling ice, at an overall cost of \$4500 This was said to be the first Municipally owned rink in the Province.

The first automobile to appear in Humboldt in 1908 was owned by Mr. Haskamp followed by those of John Q. Brandon, and A. J. Borget. The town was brought further up to date at this time in the entertainment field when Mr. F. G. Bailey opened the Lux theatre for the showing of moving pictures. Mr. Bailey was a pioneer in the business who had, prior to coming to Humboldt, operated theatres in Regina.

News Items: On February 15, 1911, Dr. J. C. King of Dauphin, Man., opened an office here for the practice of his profession of Dental Surgery.

Item: The C.N.R. has completed extensive improvements in the railway yards including the addition of 10 locomotive stalls in the Round House.

Chapter 4

The Hospital and Sisters of St. Elizabeth

In the early part of 1911, steps were taken to provide hospital services for the Town and district, to fill a most pressing need of the community and as preliminary work on the problem had been carried on for some time, it is necessary to go into its history to some length. Since the formation of St. Peter's Colony at Muenster in 1903, the head and founder of the Colony, the Rev. Abbot Bruno, had recognized the need of hospital care for the people of the new colony. Through Rev. Father Berghold, then living in retirement in Austria, but previously in charge of a parish at New Ulm, Minnesota, the Abbott made contact with the Sisters of St. Elizabeth at Klagenfurt in Austria.

On May 14, 1911, these Sisters accepted an invitation to establish a hospital in St. Peter's Colony. This first group, Sisters Augustine Platzer, Philomena Juch and Gabriella Lex, came to Humboldt to interview Mayor Andreasen and select a site for the new hospital.

The site selected was on the farm of Mr. Philip Flory, where seven and one-half acres were purchased on which the hospital stands today. A Prince Albert architect, Mr. Albrechtson, supplied a plan later approved by the Government at Regina. The town of Humboldt, by bylaw, made a grant of \$2500.00 towards the building fund and the contract was let in September to contractor J. H. Hanson. In the spring of 1912, completion of the work was delayed by a shortage of skilled labor and repeated rains. However, it was finally completed in the early autumn. The building was of brick construction, 52' x 54', with two stories, a full basement, neat chapel, an operating room on the second floor, rooms to accommodate eighteen patients and rooms for the sisters above the second floor, with kitchen, store room and all modern conveniences.

The building was dedicated on October 3 by Bishop Pascal of Prince Albert. An additional group of Sisters arrived from Austria on July 2, 1912. There were Sisters Euphrasia, Salesia, Clementina, Agatha, Helena, Xaveria, and Gertrude.

The first patient admitted to the hospital was Mathias Strueby of Dead Moose Lake. The first woman patient was Miss Mary Loehr of Muenster, and the first death to occur was that of Mr. C. O. Knapp, a grain buyer of Engelfeld.



This is the original St. Elizabeth Hospital in Humboldt. Construction of this building was started in September, 1911, and the first patient, Matthias Strueby, of Dead Moose Lake, was admitted October 23, 1912, for appendicitis. The operation was performed by Dr. Barry. The hospital contained rooms for 18 patients, operating room, chapel, kitchen, store rooms and quarters for the 10 Sisters who made up the staff.



Hockey was always a popular winter sport in Humboldt, and, in the early days, there were enough players to make up a league. Unfortunately, the members of this team have not been identified, nor the year. However, it is thought to be about 1912-13. Seated front, left, is Rudy Fournier. Standing behind the trophy is Howard Fincham and at right are Fred Bailey and LeRoy McLaughlin.



Humboldt's new hospital under construction and to be opened in 1955. This photo shows the south and rear wings



The present hospital which will become the Mother House for the Sisters of St. Elizabeth when the new hospital is occupied.

An important event took place on the 30th of August, 1913, when Abbot Bruno, by powers vested in him by Bishop Pascal, declared the Sisters of St. Elizabeth of Humboldt, independent of the Motherhouse in Klagenfurt, Austria, and the Convent at Humboldt a Motherhouse in its own right. Rev. Abbot Bruno presiding, the Motherhouse unanimously elected Sister Pulcharia Wilhelm their first Mother Superior. The first girl from St. Peter's Colony to join the Sisters of St. Elizabeth and receive investiture as a novice, with the name of Sister Marianna was Miss Agnes Schmitt, daughter of Mr. Karl Schmitt of Humboldt.

In its first year of operation, 218 patients entered the hospital and received treatment. The numbers increased yearly until 1949, during which the number receiving treatment totalled 3784. In the six year period, 1945 to 1950 inclusive, the patients entering and receiving treatment totalled 19,134.

The original hospital building has twice been enlarged. First in 1918 when an addition, 37 x 68 feet in dimension was added at a cost of \$60,000 which included a laundry building and one to be used as an Isolation ward. The second addition was made in 1928 at a cost of \$45,000, included a nurses home and a power and heating plant.

The Sisters of St. Elizabeth also operate a training school for student nurses, having turned out classes of fully trained nurses for many years. These are now spread all over Western Canada to the Pacific Coast and enjoy a very high rating in the profession.

Many improvements have been made in the last forty years, including the installation of the latest scientific equipment and today St. Elizabeth Hospital is rated as one of the finest in its class on the North American Continent.

In keeping with the trend of the times towards full hospital care for everyone, the Sisters of St. Elizabeth have completed all arrangements for further extension of hospital facilities by the erection next spring (1953) of another seventy five bed hospital building on the grounds, near the present one, which will greatly assist in taking care of the ever increasing requirements under the new health setup.

Chapter 5

Waterworks and Sewerage System

The installing of a waterworks and sewerage system was the next big problem tackled by the Council. The first question to be decided was the source of a water supply. A civil engineer, Mr. F. McArthur, engaged to advise the Council, reported that in his opinion the town well would be capable of furnishing all the water required; that the quality of the water was satisfactory. His estimate of the cost of installing water and sewerage facilities was \$45,000. However, still not satisfied as to the water supply, the Council engaged a prominent firm of consulting engineers Messrs. Chapman and Powers of Toronto to survey the whole situation and make a complete report thereon, with their recommendations. They reported against the use of wells as a source of supply, as being too uncertain, and recommended Stony Lake as a visible source, sufficient for all purposes. Examination and tests of the Stony Lake water showed that the quality was satisfactory and the supply ample to allow for the foreseeable growth of the town for a long time. The report recommended a pumping distribution system, a pipe line to town, a pressure tower, the necessary distribution system, and a sewerage system with a sewerage disposal plant and ejector station. The estimated cost of the whole undertaking was placed at \$300,000.

Stony Lake was, at that time, a totally different body of water than it is today and no person could have foreseen the change that has taken place in less than forty years. At that time, the North shore line was within thirty feet of the pump house as it stands today, and the South line extended across the rear of the Al. Duke farm for about a mile while it extended West across the present highway to the South, covering probably double the acreage of today. The extent to which it has shrunk may be realized from the fact that when the intake was installed in the lake to connect with the pumps, it was twenty feet below the surface of the lake, while today it is about two feet above the present level of the water. Thus a depth of twenty two feet of water, over the whole extent of the lake surface of forty years ago has disappeared. Whether or not it will return to anywhere near its former level is uncertain, but the experience at Burton Lake, which became practically dry during the drought years and suddenly filled to the brim in a few days, as the

result of very heavy rains, leaves some hope that Stony will attain some of its former level.

A small ad. in the Journal, about this time, to the effect that Wm. Felton was opening a shop to repair the increasing number of automobiles in the district, demonstrates the truth of an old saying that "Great Oaks from Little Acorns Grow." When Bill Felton opened his repair shop in 1911, the sales, repair and service end of the automotive industry was in its infancy. The rapidity with which it spread over the whole North American continent is the marvel of the age. It opened a vast field of employment which today provides more jobs than any other single industry. In Humboldt it was responsible for the establishment of at least ten separate places of business totalling a large capital investment in buildings and equipment and providing employment for a large number of our citizens. Four large wholesale depots supply gasoline and oil to the retailers in town.

Chapter 6

The Flour Milling Industry

For several years unsuccessful efforts had been made to induce the flour milling industry to locate in Humboldt until the McNab Milling interests of Saskatoon, after looking the situation over, decided to locate here. This resulted in the erection of a one hundred barrel flour mill and grain elevator, by the McNab Flour Mills Ltd., which opened for business in 1913. The Company consisted of the Hon. Archie McNab, G. B. Young, W. A. Hagerman and James L. Patterson. Mr. James Patterson was resident manager. Hon. Archie McNab, the senior partner, was at the time and for many years, the Provincial Minister of Public Works, later to become Lieutenant Governor of the Province. On the death of Mr. McNab several years ago, his interest in the business was taken over by his son Mr. Eddie McNab, a veteran of the first world war and a widely known and highly respected resident of Humboldt. If strict attention to business is a virtue, which is generally conceded, then Jim Patterson embodies this quality in a high degree, as he very rarely can be found absent from his business office.

Another advance towards city status, during these years of activity, was the decision of the Provincial Government to make Humboldt the centre of the Judicial District, and to create a new Land Registration District with the Land Titles Office in Humboldt. This necessitated the providing of quarters to house these offices. This eventually took the form of a combined Court House and Land Titles Building completed in 1915 at a cost of \$185,000. It was opened early in 1916, the Court House and Sheriffs office occupying the east half of the building with the Land Titles offices in the west half. The first judge of the District Court of Humboldt was the late A. D. Dickson, the present incumbent being Judge Gerein. The first Sheriff was the late E. T. Wallace while Mr. Oswald Heidgerken holds the position at the present time. The first Registrar of Land Titles was Mr. Robert Smith, previously of the Saskatoon office, while the present Registrar is Mr. W. J. Conley. The Court House and Land Titles building is of fine proportions and greatly adds to the appearance of the town.

A congressman speaks in the United States Congress, the subject under discussion being Reciprocity between the U.S. and Canada, the main issue in the Dominion election of 1911: Quote "Congressman J. M. Cudger spoke as follows: 'During the last eight years, American farmers moved

into Canada, carrying with them one billion dollars in money; and the movement year by year is spreading and gaining momentum. One train alone crossing into Canada, settlers from the Western States, carried with them \$225,000 in cash.' "

The Arlington Hotel, a substantial building of 40 rooms, constructed in 1912, has, since that time, catered to the convenience and comfort of the travelling public by providing service conceded to equal that of the best city hotels, and is a decided asset to the town.

As an example of the high class of meals served, here is the menu for Christmas dinner in 1915.

Arlington Hotel Christmas Dinner	December 25, 1915
Dinner	75 cents
12 Noon and 6 P.M.	

Menu

Blue Point on the Half Shell

Soups:

Oyster Bisque a la Reine. French Beef Soup.

Salads:

California Celery. Sliced Tomatoes with Mayonnaise.

Iced Cucumbers. Waldorf Salad. Salad a la Americana.

Fish:

Maqueral Marine. Halaboute Rotie.

Fowl:

Roast Ontario Turkey with Dressing and Cranberry Sauce.

Roast Green Goose with Apple Sauce.

Roast Domestic Duck with Black Currant Jelly.

Entrees

Fricassee of Chicken au Champagne.

Grilled Humboldt Sausage.

Beef Loaf. Cream Puffs.

Roasts:

Sirloin of Beef with Yorkshire Pudding.

Saddle of Lamb with Mint Sauce.

Boiled:

Westphalia Ham and Champagne Sauce.

Relishes:

Pickled Walnuts. Stuffed Olives. Snider Catsup.

Onion Pickles. Sweet Gherkins.

Homemade Green Chow Chow.

Pastry:

Deep English Applie Pie with Whipped Cream.

Maryland Mince Pie. Date Pie. Cream Pie.

Lemon Pie. Marmalade Tart.

Puddings:

English Plum Pudding with Hard and Brandy Sauce.

Jellies:

Fruit Jelly and Whipped Cream.

Saute Barbara Jelly with Whipped Cream.

Charlotte Russe.

Dessert and Cake:

Neapolitan Ice Cream and Water Ice Wafers. Walnut Cake.

Christmas Fruit Cake.

Fruits:

Oranges. Apples. Layer Raisins. Malaga Grapes.

Salted Almonds. Assorted Candies. Assorted Nuts.

Cheese:

McLarens Imperial Cheese. Canadian Cheese.

Beverages:

Black Tea. Green Tea. Coffee. Cocoa. Milk. Malt.

Music by Jensens Orchestra.



Humboldt has never been without a band for very long. Although the exact date of this one is not known, it was probably about 1912. It was taken in the big boom years of the town and note that it was called the Humboldt City Band. Seated behind the drum is Bandleader Alf. E. Tuttle. Others are the Vossen brothers, Rudy Fournier at Tuttle's left, Russell Yoerger, Fred Bailey and Herman Pitzel seated left to right front.

Chapter 7

The War Years

At the outbreak of the first World War, in 1914, Humboldt had grown in a period of ten years, from a patch of raw prairie, bush and slough to a substantial town, with graded streets, cement sidewalks, a complete water, sewerage and electric light system costing \$300,000, a modern hospital, Public and Separate Schools, and a High School and substantial Town Hall. The population at that time was around 1500 with a property assessment of over \$2,000,000 and bank clearings of \$3,500,000 for the year 1913. It had also been chosen as the centre of the Judicial District and the location of the Registration office for the newly created Humboldt Land Registration District and the site of a Business College. In addition, it was a divisional point on the railway with ten miles of track, an eight stall round house and a monthly railway payroll of \$15,000.

After the war started, Humboldt felt its effect in the curtailment of further development, as all the energies of the country were concentrated on the war effort. A great many of the young men, and some not so young, were joining the armed forces. Others with special skills, went to the cities into the manufacturing establishments supplying war materials. On the other hand, the farm population was urged to greater food production and stimulated by the Government policy of guaranteeing a price for wheat, which in the crop year of 1916 - 17 was set at \$2.21 per bushel, basis No. 1 nor. at the lake head. As much new land as possible was brought under cultivation, resulting in prosperity for the farmers, while town development stood more or less at a standstill. Mr. Ed. Tonn, a well known district farmer, from a field of 175 acres, threshed 11800 bushels of wheat grading no. 6, for which he received \$1.09 per bushel. One car of wheat containing 2108 bushels shipped from Humboldt to the terminal elevator at Fort William netted \$3882.75.

During the war, the U.S. also adopted the same agricultural policy and the great rate of food production was a contributing factor to the depression, since no adequate plans had been laid to unload the surplus when the war ended.

The war awakened the activities of the ladies of the town, who organized clubs and societies to assist in the war effort. Among these was the Sunshine Society, which appears to have included most of the women of the town. All through the war years, this society was active

in war work of various kinds, such as supplying comforts, raising money and providing entertainment.

The first Ford Agency in Humboldt was established by J. A. Sterling, and the first mention of Ford cars in quantity was a notice in the Journal of Feb. 24, 1916, that a carload of Ford cars had arrived for Mr. Sterling. Later Mr. Sterling and his brother Harvey, who later became a well known business man in town, joined the armed forces and the Ford Agency was taken over by Mr. J. G. Yoerger who continued in that business for many years.

The first mention of a garage in town was of that established by Messrs. Ramey and Haines in 1916. The location was described as being two blocks west of Main Street which was probably the building in that vicinity until recently occupied by Mr. Bernard with the Case Agency. The Secretary to the Humboldt Board of Trade dealt with some U.S. propaganda by publishing the following statement: "During the past year, the work of the Board of Trade has been curtailed to a very great extent by the European War. Immigration has been almost at a standstill, and development, manufacture, and industry have been nonexistent so far as the West is concerned. Last summer a newspaper campaign was launched in some parts of the Western and Middle Western States, a campaign of misstatement and falsehood regarding the condition of affairs in Western Canada, since the commencement of the war. Statements were published in reputable papers declaring that Germans and Austrians in Canada were being taxed and discriminated against by special legislation. Farmers who owned land, were made to pay taxes of \$200 per quarter section. Germans and Austrians owning other property in towns and cities, were also made to pay heavier taxes than the owners of property of other nationalities. Further than this, statements were made that near the U.S. border men of alien extraction had been driven over the border and had dropped from exhaustion as soon as they got over the line to the south, the inference being that these people had been driven from their homes because of their nationality and had not been given time to prepare for leaving. We endeavoured to counteract these statements by issuing a memoranda signed by farmers and others in the Humboldt district of German and Austrian nationality, stating the true facts."

Following is the Financial Statement of the town as at the 31st of October, 1916:

Assets	Liabilities
Cash on hand . . . \$ 786.74	Debentures
Bank tax account . . 11.67	outstanding \$456316.95
Bank sidewalk account . 300.92	Bills payable bank . 63003.11
Bank current tax acc't . 692.52	Overdraft . . . 1124.50
Taxes received . . . 69491.18	Land sold for taxes and
Fire engine & equip. . . 4786.28	not redeemed . 14.66
Power house . . . 49322.13	Accounts payable . 6.65
Pole lines . . . 14142.64	Electric light deposits 612.00
Water & sewer plant . 270437.97	Surplus of Assets over
Waterworks material . 1187.21	Liabilities 61121.14
Waterworks land and	
buildings . . . 2719.65	
Waterworks gas engine . 400.00	
Town park . . . 31899.45	
Cemetery implements . 184.60	
Market lots . . . 1800.00	
Old firehall . . . 1500.00	
Nuisance grounds . . . 400.00	
Rink . . . 4671.44	
Cement walks . . . 38687.32	
Wood sidewalks . . . 1070.00	
Graded streets . . . 14226.06	
Town hall grounds . . 10500.00	
Town hall buildings . 45123.52	
Town hall furnishings . 1764.04	
Kerr Adams mill . . . 10468.78	
Band instruments . . 400.00	
Electric supplies . . 1260.00	
Tools and equipment . . 572.00	
582,199.01	582,199.01

During 1916 the question of the sale of liquor became a matter of intense public interest, through a strong movement by sections of the public demanding the prohibition of the sale of liquor throughout the Province and the closing of the Government liquor stores. The Government met the demand by arranging a plebiscite to settle the matter. The voting took place in October and resulted in a substantial majority in favor of closing. The vote in Humboldt was 207 in favor and 33 opposed. Later a Government notice appeared in all newspapers stating that all the liquor stores in the Province, 20 in number, would close on December 30, 1916, never to open again.

Humboldt was made a post of the newly formed Provincial Police

and early in 1917, a detachment arrived under Constable Genereux to take up police duties in the district.

Reports from the fronts continued to be the main interest in the news columns as the war intensified and casualty lists increased. A news item from overseas proclaimed that a local man, Pte. Parker Garvie, had won the Victoria Cross, the highest decoration in the British Military service. This medal is awarded for an act of outstanding courage and gallantry in face of the enemy and the holders of this decoration are limited in number. Prior to enlistment, Mr. Garvie was in business here as a barber and returned after the war and continued the business for several years, finally disposing of it and moving to British Columbia. In 1917 provincial election, Mr. W. F. A. Turgeon of Prince Albert, as Liberal candidate, won out against a local barrister, Mr. A. D. MacIntosh. Mr. Turgeon went on to become Attorney General, while Mr. MacIntosh later became District Court Judge at Battleford.

An orchestral and choral society had been in existence for some time, and additional talent had developed amongst the younger people. Therefore, two entertainments presented, under the auspices of this society in aid of the patriotic fund received strong support and high praise. The first of these, "The Fete of the Allies", of a patriotic character, was put on by the Sunshine Society, in the form of a pageant, after long preparation, under the direction of Mrs. R. J. Kepkey and Mrs. J. M. Crearer. It drew a large and enthusiastic audience and netted the sum of 1600. It was conceded to be one of the most elaborate and successful events ever held in Humboldt. The press reporter described the scene presented as "so magnificent that you were held spellbound, such an array of elaborate decorations arranged in the most artistic manner had never before been seen here." The second of these entertainments was a concert by the Humboldt Band under the leadership of Mr. Russell Yoerger, when the following programme was presented:

March	by	The Band
Overture	Colleen Bawn	The Band
Violin Solo	Angels Serenade	George Bartley
Trombone Solo	The Rosary	Wilfred Yoerger
Vocal Solo	Sing On	Miss N. Hill
Cornet Duet	Serenade Schubert	Russell Yoerger
		H. Breher
March	Social Season	The Band
March	Albanian	The Band
Quartette	Wouldn't You	Miss Hall & Miss Driver
		Messrs. Egan & Brandon
Cornet Solo	For All Eternity	Russell Yoerger
Overture	Nugget Nell	The Band
Solo	Mother	P. Reed
Overture	Patriotic Airs	The Band

Despite the general effect of the war on development, Humboldt, during 1917, made a creditable showing in new building which totalled \$41,800 for the year. This included Westminster Church, \$15,000, St. Elizabeth's Hospital laundry, \$4,000, the Kepkey Block, \$7,000, McNab Flour Mills addition to elevator, \$5,000, and the Dewar residence, \$2,500.

In order to show the changing names of the business establishments of the town during the ten year period a record is here given of the business directory of 1917:

J. J. Crowe Co. Ltd.	Lumber
Home Bakery	Bread and Pastry
Schaeffer and Ecker	Meat Market
E. D. Lelacheur	Massey Harris Agency
Saxon Sales Co.	Car Distributors
J. Q. Brandon	Real Estate
City Cafe	E. V. Rajcs
Stockert and Elliott	Barbers
Humboldt Foundry and Machine Shop	W. B. Felton
C. F. Hilliard	Electric Contractor
Prokosh and Platzer	Coal, Wood, Imperial Oil
Phillips Gents Furnishing	Clothing
E. D. Fletcher	Hardware
J. G. Yoerger	Ford Agency
Frank Dennis	Overland Car Agent
Theo. Mamer Grain Co.	Chevrolet Sales
G. R. Watson	Druggist
F. Cornish	Watkins Supplies
Union Bank of Canada	Banking
C. Bruser	General Merchandise
Shapack and Wolfe	Dry Goods
Pitzels Meat Market	Meats
Thomas H. Taylor	Cement and Concrete
Frank Cornish	Variety Store
Central Creamery	Dairy Products
H. Maney	Auctioneer
Fred Gorsalitz	Draying
Dr. R. H. McCutcheon	Physician and Surgeon
Dr. Jas. C. King	Dental Surgeon
A. D. McIntosh	Barrister
Crerar and Foik	Barristers
Frank H. Bence	Barrister
Cornell and McSloy	Chiropractors
Henry Stien	Piano Tuner
R. E. Brown	Building Contractor
M. I. Meyers	Jeweller and Optician
W. R. Bell	General Draying
L. O. Stroeder	Auctioneer

Carl Schultz	Bakery
W. A. Westwood	Hardware
McNab Flour Mills	Milling and Grain
J. D. Ramey	Taxidermist
Taylor's Drug Store	Drugs
A. J. Waddell	Furniture
I. M. Margulius	General Merchant
Canadian Bank of Commerce	Banking
George Stokes	Harness Maker
Lux Theatre	Moving Pictures
Telfer Bros.	Publishing and Printing

Then came the end of the war and the return of the soldiers, with the consequent celebrations and excitement. While this brought a feeling of relief it also created new and difficult problems. As an aftermath of the war, Humboldt experienced considerable difficulty with its financial affairs. Masses of soldiers were being demobilized, and industry, feeling its way back to production of civilian goods, was slow in absorbing the large numbers of men and women presenting themselves for employment. The end of the war affected the farming people acutely, on account of the great surpluses of good products built up during the war, and due to the high tariffs imposed by European countries to protect their own industries. In Humboldt, the bad times were reflected in the number of properties reverting to the town because of failure to pay taxes. The town found it impossible to continue debenture payments on the water and sewer installation until a new agreement was arrived at with the Local Government Board. Under this agreement, the town guaranteed to pay \$14,000 per year for 50 years (until 1970). Some criticism had been levelled at the town authorities as being overly-optimistic in this undertaking. On retrospect, however, it is obvious that delay would have meant indefinite postponement of the project once the war started, followed by depression.

After about ten years of urging on the part of the joint Boards of Trade of Humboldt and Melfort, the railway linking the two points finally became a reality, when the first train service was inaugurated on October 3, 1921. The business men of Humboldt organized an excursion and many of its citizens paid a good will visit to Melfort where they were royally entertained. Thus the dream of Farmer Hines and the Farmers Railway of earlier years was realized, although the C.N.R. and not the Farmers Railway Company was the Agency which brought it about.

Waldsea was the name given to a pretty little lake lying about seven miles north west of town, with water particularly adapted for bathing and swimming due to its special mineral content. As the special advantage of the lake for these purposes became better known it gradually became a favourite swimming and camping place for the people of Humboldt. A dance pavillion was built and a number of summer cottages erected. In time it grew to be a very popular resort, the number of



This was the Humboldt Band in 1915. Back row, left to right: Rudy Fournier, Adolph Deegan, Wilbert Leisen, Gordon Down, Peter Gasser, Herman Breher, George Heidgerken. Middle row: Finlay McIntosh, Gordon Ritz, Wilfred Yoerger, Leisen, Joseph Schaeffer, Leo Parker, Carmichael, not identified. Front row: Laverne Yoerger, Joe Spangler, Hugh Brown, Russell Yoerger, Bandleader William Stockall, not identified, Paul Reid, Otto Andreassen, Hoover Sampson.

cottages increasing to 35. In 1921, the beach was organized into a village with overseer and council. Adjoining the lake, a golf course was laid out, on which many interesting competitions were held, drawing golfers from all over the country. The resort continued to flourish until the outbreak of the Second World War. A course has since been established convenient to town on part of the Agricultural Fair Grounds making it much more convenient for local golfers.

The 1921 Dominion Government Census returns gave Humboldt a population of 1822 and quoted the 1911 figure to be 859, thus the town more than doubled in the ten year period.

Chapter 8

An Old Land Mark Is Abandoned

The operation of the old Government telegraph line which ran from Qu'Appelle to Edmonton was discontinued on March 31, 1923. With the order from Ottawa, closing the line from further service, one of the oldest land marks in the West passed into history. The construction of the line was commenced in 1874, giving communication between the then great lone land of the West and civilization. The Humboldt station on the line was situated about seven miles south west of the present town of Humboldt. During the rebellion of 1885, General Middleton, in command of the Canadian troops, camped at the station on his march from Qu'Appelle to Batoche. At that time, about three miles north west of the telegraph station, a fort and supply depot was constructed replacing the original which had become unfit for use. Prior to 1904, the station had not had an agent for fifteen years, Mr. Macdonald looking after the line from Saskatoon. The development of railways throughout the country had gradually done away with its usefulness as practically the whole country was served by telegraph connected with the railways.

The old telegraph station had been one of the chief places of interest to the early settlers of the district. Its historic origin and many interesting associations will always make the site a place of interest. The original building is gone and only the site remains, the exact location of which may yet be pointed out by Mr. Macdonald, son of the late H. J. Macdonald, who resides on the land, and steps are being taken to mark it with a suitable plaque or cairn to preserve it as the only historical land mark in this district.

It was at this time that the first graduates from the local schools began to return from the various universities with degrees, and enter professions. Among the first of these was Mr. Joseph G. Schaeffer, a graduate of Queen's with a degree as Civil Engineer. He is a son of Mr. John Schaeffer, one of the original business men of Humboldt. Joe Schaeffer received all his early education in the Separate and High Schools of the town, and is now connected with the Saskatchewan Government.

Dr. Russell G. Yoerger, a graduate of the Toronto University, who practiced in Humboldt for many years, after a term in the Navy during

the last war, moved to Vancouver where he still practices his profession. He is a son of Mr. J. G. Yoerger, also one of the originals of the town, and he, too, obtained his earlier education in the local schools. Dr. Yoerger also attended Edinburgh University from which he received a high degree in Surgery.

Mr. George F. Heidgerken, a graduate of Toronto University with a degree in Dentistry, is the son of the late Mr. Fred Heidgerken, the founder and operator of the Great Northern Lumber Co. Ltd., the first general store and lumber business established in Humboldt. Dr. Heidgerken, after graduation, established a practice in dentistry in Humboldt and has remained here continuously since.

Miss Muriel Paul graduated from Saskatoon University with a B.A. degree and high honors in languages, and was also awarded the Saskatchewan Government Paris Scholarship which carried with it a \$1200 cash grant. She later attended the Sorbonne in Paris and received a Licentiate of Letters degree. Miss Paul is a sister of Mrs. R. A. Telfer.

These graduates were the vanguard of numbers of students from the schools of Humboldt to attain degrees and proficiency in various professions and business training throughout the years down to the present time of whom the latest to gain special prominence is Mr. Otto Lang Jr., who in 1952, was awarded the famous Rhodes Scholarship. This scholarship, established by the late Cecil Rhodes, the South African diamond magnate, provides for study at Oxford University in England. This is a notable achievement by Mr. Lang and reflects great credit on the educational institutions of Humboldt. Mr. Lang Jr., is the son of Mr. Otto Lang who has, for a number of years, been principal of the Humboldt High School.

Early in 1923, through the efforts of the local Fish and Game League and under the supervision of Mr. J. H. Walker, Inspector of fish hatcheries, Stony Lake was stocked with pike, suckers and pickerel. The result was most successful, providing anglers with some fine sport for a number of years. However, after a succession of dry years in the 1930's, the lowering of the water level increased the mineral content of the water to such an extent that it became unfit to sustain fish life and they all died during the winter.

Late in 1924, the first co-operative association to be formed in Humboldt was organized with the following officers: President, E. Miller; Vice President, W. Minney; Secretary, A. Driver; Directors, John Bartle, J. Wallwork, J. Preston, J. Mackie, J. Chamney and Fred Kidd.

An interesting find of some historical significance was made at Stony Lake when on June 15, 1924, a group of boys, playing on the shore of the lake, noticed a flat stone with some writing carved on it. They drew it to the attention of Mr. Anton Mettel who happened to be nearby who brought it to town and placed it in the Arlington Hotel. Shortly afterwards Bishop Lloyd of the Anglican church, who took part in the Rebellion of 1885, was shown the stone and immediately became interested. The inscription thereon was deciphered as "E. Wrenham,

No. 7 Company, 12th Battalion York Rangers, May 29th, 1885." Bishop Lloyd had a notice inserted in eastern newspapers giving full particulars of the find. In due time the notice came to the attention of the man who had carved it who wrote to Bishop Lloyd and to Mr. Mettel in whose possession the stone remained. He stated his name was Edwin Wrenham, then living in Holland Landing, Ontario, that he carved his name on a stone when camped at Stony Lake near the Humboldt Telegraph station on May 29, 1885, when a member of the York Rangers under General Middleton on the way to Batoche. Mr. Wrenham also stated that he was 74 years old and was the only one of his company alive. He had in his possession, as souvenirs, a piece of hard tack and photos taken at the camp. Continuing, he said that the troops continued their march from the Humboldt camp and about six miles out stopped at a lake called Dead Moose. The stone is now in the Historical Museum at Regina.

At this period there was no outstanding building activity in town, but several business changes took place, namely, the sale by O. W. Andreasen of the Humboldt Creameries to the Western Creameries Ltd. with headquarters at Moose Jaw. Mr. Andreasen joined the new company as northern manager with headquarters at Saskatoon, as the company controlled a number of creameries in the northern part of the province; also the sale of the Manville Hardware business to the Service Hardware Company, a local concern under the management of Mr. J. A. Christian; several large farm deals were also completed when Schnaufer Bros. sold their farm south of town consisting of 2720 acres to a group of Mennonite farmers and Andy Dundas of the Hillsley district disposed of his farm of 800 acres also to Mennonites.

Early in the year, checks totalling \$25,000,000 representing the second payment on farmers' wheat handled by the Pool, were issued to its farmer members. This represented payments of \$1.35 per bushel and any balance obtainable was to be paid at the end of the crop year.

The Sisters of St. Elizabeth Hospital of Humboldt, having established branch hospitals at Cudworth, Macklin and Scott, found it difficult to staff these new places with nursing sisters. To meet the situation, they decided to found, at the Humboldt hospital, a training school for lay nurses, the original training school having been confined to the training of nursing sisters.

The first graduating exercises for nurses trained in the new school were held in the Assembly Room of the Hospital on June 28, 1926. The graduating class of lay nurses consisted of Miss Barbara Woodcock, daughter of the late Mr. James Woodcock of Humboldt, who was, during his lifetime, a well known C.N.R. engineer; and Miss I. Crackle, now Mrs. Henry Diesbourg of Humboldt, who still continues in her profession doing private nursing when such service is required. These nurses' graduating exercises have continued as a yearly event from that time to this, with the classes growing gradually larger.

Besides solving their own problem of staffing their hospitals, the Sisters of St. Elizabeth, by founding the training school, have been

instrumental in providing highly trained nurses to other hospitals throughout Western Canada for which they are to be highly commended.

From year to year sale lists both of town lots and farm lands continued to increase to such proportions that the Land Titles Office through which all sales were dealt with became almost submerged in this type of work. This condition was apparently the forerunner of the great depression of 1929 which at this time no one anticipated.

The Humboldt Journal became twenty-one years old on the 19th of October, 1926, and the issue of that date contained a review of its life during those years which is sufficiently interesting to warrant its reproduction here in full, as follows: "This month the Journal celebrates its 21st birthday. The first issue was published on Thursday, October 19, 1905. The years have passed so swiftly that we almost overlooked this anniversary, and the fact that we have now become of age, we consider it an event that should not be allowed to pass without mention. It is more important by reason of the fact that this paper is very near the same age as the glorious Province of Saskatchewan, which celebrated its coming of age, only three months ago. In looking over the first edition, which we have before us, the thoughts of the Editor go back to that time, twenty-one years ago, when we struggled, single handed, to bring out the first edition. It was an important occasion in the history of the Village of Humboldt, for it was only only a village then, and an anxious time for the publisher, as the future success of the paper depended very largely upon the first edition and its reception by the public. In those days the establishment of every new business enterprise was watched with a certain amount of curiosity by those in the community and this was particularly evident in the case of the Journal.

"Those who were in Humboldt in those days will remember the quarters we occupied, a corner partitioned off in the pool room conducted by the late George Bushey on Livingstone street. The space we had was about twelve by fourteen feet. When the editor got tired of setting type, he would play pool with Low Lee, the laundryman. Some 500 copies comprised the first edition, and although we had no subscribers, there was such a rush for copies that the entire issue was soon in circulation. The paper was five columns in width, and printed on a Gordon press, one page at a time, consequently, the printing was a tedious process. The following spring new and larger quarters were secured on Railway Avenue and in 1908 we erected our present building. (Note: this site was on the corner now occupied by the Humboldt Motors building). The paper has been enlarged twice, first from five to six columns and later to seven columns. The Journal, during its twenty-one years of existence, has endeavoured to keep pace with the development of the town and district and this is indicated by the present up to date equipment used in the production of the paper. Starting with a mere handful of type and one hand press, the Journal now has one of the most complete printing plants in the west."

During the twenty-seven years which have passed since the

foregoing review was written, Mr. Telfer continued to improve the Journal and expand the machinery and equipment until, at the time of his death, on March 19, 1953, it represented an investment totalling over \$40,000 which included the following up to date machinery: A number 1 Miehle news press costing \$15,000; a Miehle Vertical Automatic Job Press, \$6500; a Linotype machine, \$9400; type beds and other equipment. This constitutes a notable monument to Mr. Telfer's enterprise and desire to keep the Journal in the forefront of the newspaper field, one of the outstanding weekly newspapers in the Province.



The City Hall



The Post Office with new addition at left

Chapter 9

The Water Supply

Shortly after the solution of the financial problem, a new one arose in connection with the water supply of the town. Early in the 1930's a drought of unprecedented severity and length occurred which continued for several years. This series of dry years dried up, entirely, numbers of small lakes and sloughs and shrank the volume of the larger lakes to an unbelievable extent. Among those affected were Stony and Burton lakes, the sources of supply for the Town and the C.N. Railway. Most of our lakes contain varying amounts of mineral content, mostly of the alkaline variety. As the volume of water is lessened, the mineral content of the remaining water is increased, Stony Lake being one of that kind. When the Humboldt water supply was first installed at that lake in 1914, it was a comparatively large body of water of good quality, shown on analysis to be fit for drinking. The continued dry years reduced the volume to an extent never considered to be possible. This reduction came gradually as the dry years continued. About 1938 Stony Lake water became so heavily impregnated with mineral as to make it unfit for household purposes. To meet the situation, the Town Council of the time decided to sink wells in town. They obtained water which, although not free from mineral, was an improvement on Stony. However, in about a year's time, this supply failed. Arrangements were then made to hook up with the Railway supply from Burton Lake. This source, however, being affected by the same cause as Stony, was disappearing so fast that in order to preserve the remaining supply for their own use, the Railway refused to supply the town any longer. This compelled the town to return to Stony as a supply for fire protection and sewerage disposal purposes. In the meantime, the C.N.R., in search of a new supply, put down several test wells in a gravel strata south east of town and two miles directly east from the Stony Lake pumping station. Thorough tests of these wells, both by the C.N.R. and the town, under the direction of P.F.R.A. engineers, indicated that the strata contained a considerable volume of suitable water. To impound this and the spring run-off from the drainage area, the Dominion Government built a dam in the locality. A test of the supply from this dam was carried out last summer (1952) under the direction of Mr. A. A. Chapman, Town Engineer, by pumping throughout the summer, and the town is now assured by P.F.R.A. engineers that there is sufficient water in the area, to supply a town or city much larger than Humboldt. It

would, therefore, appear that the water problem also is about to be solved.

Some further developments and changes in 1928 and 1929 were new buildings consisting of an addition to St. Elizabeth's Hospital; L. T. Dust's new building containing display room, office, and garage for Willys Knight, Overland and Dodge cars; McColl-Frontenac Oil Co. tanks and warehouse; Columbus Hall, erected by the Knights of Columbus; Dr. Ogilvie, Linde and Spangler residences; Archie Power and J. G. Yoerger store additions, all of the above totalling \$100,000. The professional field was enlarged by the opening of a new law office by Mr. Spencer Sutherland, formerly of Unity, Sask. Steps were also taken to make extensive improvements to the park and recreation grounds to provide a suitable place in which the children could play, on the half block immediately north of the telephone exchange.

In midsummer, 1929, the town council received from the Dominion Electric Power Company, an offer of \$70,000 to purchase the Electric Lighting plant. This offer was submitted to the ratepayers in a bylaw voted on on September 19. By a vote 112 for acceptance to 131 against, the offer was rejected. A factor which largely determined the vote, was an offer by the Saskatchewan Power Commission to purchase the plant as part of the Provincial system and the assurance of Premier Anderson that the Power Commission rates would be put into effect as soon as the offer of the Power Commission was satisfied by the Council. The Council accepted the terms of the Power Commission and the local plant became part of the Provincial network and a new transmission line and sub-station at Humboldt was tested, the energy being turned on for testing purposes on November 27 when 13000 volts went over the wires. The system was then completed to a point known as the Wakaw corner serving Carmel, Bruno, Wakaw, Prud'homme, Vonda and Aberdeen. This system was, at that time, connected across the Saskatchewan River with the main sub-station at Langham.

The educational facilities of the town were, at this time, further expanded by the opening of a branch Business College by the North Western Business Colleges Ltd. of Winnipeg, thus providing an opportunity for the young people of the town and district to acquire a business training at a minimum cost.

The 1930's were tough times for almost everyone. Very little money was circulating, consequently even well established business felt the impact and young people coming out of schools and universities could not find employment. However, in spite of these difficulties, some building and business expansion took place in Humboldt during the depression years. A major business change early in 1935 was the formation of a partnership by Hubert Rauw of Humboldt and J. P. Grest, a prominent garage owner and business man of Watrous. Mr. Grest was a pioneer resident of Watrous where he had been in business for over twenty-six years and held the agency for General Motors products for twenty years. The new firm opened an agency in Humboldt for the sale of this

Corporations products, with Mr. Gordon Grest in charge of the repair department. This firm later became Grest Motors of the present time.

In July, 1936, a tragic accident at Stony Lake resulted in the death by drowning of Mr. V. P. Murphy, prominent barrister of the town of the law firm of Wilson and Murphy. Mr. Murphy was a young man in the prime of life with a wife and family and his untimely death was a great shock to the entire community.

In the Provincial Election held in November, 1935, Dr. J. C. King was elected as representative of the Liberal party for Humboldt in the Legislature and in the Municipal election about the same time Mr. S. M. Sutherland was elected Mayor of Humboldt.

The January 2, 1936 issue of The Journal contained an interesting account of a new business established by the Kopp Bros., sons of Hubert Kopp, the prominent dairy man. "Starting in 1933, with one pair of mink, the Kopp Bros., by a close study of the proper feeding and handling of these animals, have built up their stock until in 1936 they have 100 pens with 83 breeding animals. The previous fall 53 pelts were marketed at prices ranging from \$12 to \$20 each, according to quality. Litters range from three to nine each, and from twenty two litters born the previous spring, 125 pups were obtained. This, so far as is known is now the largest mink ranch in the district."

The following was the Humboldt Directory for 1936: Mayor of Humboldt, S. M. Sutherland; Councillors, Jacob Platzer, W. S. Hodgson, Ira Mann, Dr. J. M. Ogilvie, J. G. Skinner and Dr. Geo. F. Heidgerken. Town Clerk, Fred G. Saunders; Chief of Police, Dennis Palmer; High School Trustees: J. G. Yoerger, F. H. Bence, John Schaeffer, R. A. Telfer and Leo Parker; High School Principal, E. LeBlanc; Separate School Trustees: F. I. Hauser, Fred Heidgerken, Max Bauer, J. J. Gaetz and P. H. Thiemann; Separate School Principal, F. S. Lucas; Public School Trustees: W. B. Telfer, Chas. Grice, J. Preston, P. Spurgeon and D. H. Chivers; Public School Secretary, W. J. Conley; Public School Principal, Miss. M. E. Richardson; Board of Trade: President, G. J. Crawley, Secretary, J. S. Yoerger.

Churches: Westminster United, Rev. F. Blatchford Ball Pastor.

St. Augustine's Roman Catholic, Rev. Fr. Dominic Pastor.

St. Andrew's Anglican, Rev. A. B. Sharples, Rector.

St. John's Lutheran, Rev. L. S. Vogel, Pastor.

Banks: Canadian Bank of Commerce, D. P. Pyke, Manager.

Royal Bank of Canada, P. J. Thompson, Manager.

Justices of the Peace: F. I. Hauser, G. J. Crawley, and F. G. Saunders.

Sask. Power Commission, S. G. Shepherd, Superintendent.

R.C.M.P.: Sergeant Usher and Constables Matthews and Billington.

Railways: C.N.R., L. D. Moyer, Agent; C.P.R., M. R. Young, Agent.

Govt. Offices: Registrar of Land Titles, R. W. Grant.

Sheriff, H. J. Cumming.

Telephone Agent, Miss Celeste Thiemann.

Inspector of Schools, G. Hutchings.

The second World War, which had been brewing in Europe for some time, reached the shooting stage in September, 1939, and a new generation, many of them sons and daughters of first world war veterans, were called upon to go through the same hardships, all risking and many losing their lives in the line of duty. As usual, Humboldt supplied its quota of which a history of their experiences and exploits has not yet been written and would take many pages to properly record. Possibly a qualified writer may, some day, undertake the task of writing the full story to preserve same for the future before the information is lost through the passing of time.

During the depression and war years housing needs in Humboldt, as throughout the country, had been largely neglected. After the war, the return of the soldiers and retirement in town of district farmers, caused a shortage of housing accommodation. To relieve the situation, the Veterans Block of apartments was constructed, to accommodate thirty five families. Also a large number of private residences were built, many of the latest design and the town can now show many fine residences. It is probable that more homes have been built in the last decade than in the previous forty years. Much business expansion also took place during those years. New business places were established and many of the existing business quarters were remodelled and enlarged. As a civic undertaking, a war memorial, in the form of a recreation hall and four sheet curling rink was completed.

Further indications of the determination of its citizens to maintain Humboldt's reputation as the most enterprising and progressive town in the province were the installation in the skating rink of a fully modern ice plant, an undertaking rarely found outside of the cities and the paving of the main business streets. Also during this period the Agricultural Society made extensive improvements to the Fair Grounds.

The founders and builders of the town in its earlier days and more particularly in the real estate boom period, appear to have exercised discretion in confining the town limits within reasonable bounds, unlike many other places which became cluttered with numerous sub-divisions leading to widely scattered homes. It is, therefore, now a very compact town, making the extension of facilities readily available to the many new homes constructed in recent years.

The open spaces in the existing townsite are rapidly filling up, giving it a most substantial appearance. In 1953 Humboldt carried out the greatest building program in its entire history including the following: a new hospital, now under construction by the Sisters of St. Elizabeth at a cost of \$900,000; a large addition to the Post Office involving an expenditure by the Dominion Government of \$100,000; new separate and public school buildings; a further extension of street paving; and the installation of parking meters. All of this together with the large number of new residences totalled well over one million dollars.

Chapter 10

Personal Mention

Where the necessary information is available, we are including brief sketches of those citizens who have given most freely of their time and talent on behalf of the town through the years. The Mayoralty being the most important position in the administration of the town's affairs, a full list of those who acted in that capacity follows:

Prior to the incorporation of Humboldt in 1907 the duties of Overseer of the village were performed by Messrs. J. H. Lyons and J. H. Lowes. In 1907 Mr. O. W. Andreasen was elected as first mayor followed by Archie Power, J. G. Yoerger, R. A. Telfer, Dr. J. C. King, F. H. Bence, A. J. Kruse, G. J. Crawley, Dr. R. G. Yoerger, S. M. Sutherland, Dr. J. M. Ogilvie, R. J. Kepkey, Archie Levins, Kenneth Dust and B. T. Laskin, the present mayor (1954). All of these men took a keen interest in other town activities and in the political field Dr. J. C. King was twice elected to the Provincial Legislature as representative for the Humboldt constituency.

The late Dr. D. B. Neely was one of the earliest residents to acquire prominence in several fields. Before the arrival of the railway and the survey of the townsite, he was the medical health officer for the C.N.R. on construction. When the steel reached Humboldt in 1904, Dr. Neely deciding to locate here, resigned from the railway company and established a medical practice. On the formation of the Province in 1905, he was elected to the provincial legislature, the first M.L.A. to represent Humboldt. Later, he was elected to the Federal parliament, having the distinction of being the representative for the constituency in both houses. Dr. Neely served in the forces, in the first world war, returned to Humboldt for a time, but due to ill health, was forced to relinquish his practice, and retired to Florida where he died some years ago at the age of fifty-one.

The late Mr. Fred Heidgerken, another pioneer came to Humboldt in 1904 and established a general merchandising and lumber business under the name of the Great Northern Lumber Co. He later, took over the management of the affairs of the German American Land Co. Mr. Heidgerken took an active interest in the Separate school and served as trustee for many years. In sports he was an enthusiastic golfer and curler and a steady supporter of baseball.

Mr. George Stokes was another of the 1905 arrivals, who opened a retail harness shop and repair business which today has the distinction

of being the only business in town operated continuously by the original founder, covering a period of nearly fifty years. While the harness business has been hard hit in the last decade by changing farming methods, George still carries on.

Early records show that the Humboldt Journal and the Stokes business were both established in October, 1905; therefore, the record of The Journal in this respect followed closely the Stokes record, until the death in March, 1953, of Mr. Robert A. Telfer, founder of The Journal.

A real oldtimer, the late Mr. F. I. Hauser, was operating a ranch near St. Louis, on the Saskatchewan river several years before the founding of St. Peter's Colony and came to Humboldt in 1905. When the Dominion Government Land Office was opened here he was appointed Sub Agent. He took an active part in the town life, acting as a Justice of the Peace, a trustee of the Separate School, and Secretary of the Rural Municipality for many years.

Mr. Albert J. Borget, a native son of Minnesota, arrived in Humboldt in 1905 and has been active in the business and sports life of the Town since that time. Always a baseball enthusiast, records as early as 1906 report him as a player and promoter of the game. Al. was also instrumental in organizing the first baseball league in the country when the Quill Plains league came into existence, with Humboldt, Watson, Quill Lake, and Wadena as members. Mr. Borget's business interest is centered in Hotel management and operation and his organization of which he is Managing Director, owns and operates the Arlington Hotel here which, under his administration, is rated by the travelling public as the best "home away from home" in the country. He also operates the Windsor here and hotels in Yorkton, Melville and Saskatoon.

Clement Bruser arrived in Humboldt in 1910, purchasing a small corner store from Godfrey Shaeffer. The business was started as Cates and Bruser, as Mr. Bruser brought along a partner to help finance the business. After a year and a half in business, Mr. Cates left and Mr. Bruser took in his brother Ben Bruser to help him. In 1914 Mr. Ben Bruser left the business, and the entire business was taken over by Mr. Clem Bruser, who found it necessary by the year 1918 to rebuild the store to take care of the expanding business in the intervening years, and the premises were enlarged to 50' by 100', this making the finest store of its kind at that time in the smaller towns of the province. The steadily expanding business has necessitated enlarging that new store many times since. In 1922 the business was incorporated into a Limited company under the firm name of Brusers Limited. Today, with a great deal of faith in Humboldt and district people, Brusers boasts one of the finest small town departmental stores in the West.

After 40 years of active management of the business, Mr. Bruser decided to retire, and in 1950 transferred control of the business to a triumverate of capable managers, who were identified with Brusers Limited for many years, Mr. Ben Ackerman, Mr. Sid Greenberg, and Mr. D. D. Gloeckler, who now own and control Brusers Limited.

Thus, on a site, which in 1903, was described by Rev. Father Peter of Muenster College, as being a wilderness of sloughs and bluffs, has been built a town of close to three thousand population with all of the modern facilities of an up to date community of which the townspeople may well be proud. It is rated as one of the best towns in the province, both from the amount of business transacted and the enterprise of its people.

Chapter 11

The Churches

Nearly all the larger religious bodies have been represented in Humboldt since the earliest days: Roman Catholic, Anglican, Presbyterian (now United), Lutheran, Salvation Army and recently the Greek Catholic. According to records the Presbyterians were the first in 1905 to erect a church which for a time also served as a school. During its early years the services were in charge of Rev. Mr. Hunter, a missionary direct from Scotland. This building was later sold to the Salvation Army and used by them until recently. The present church was erected in 1917 at a cost of \$15,000.

The following brief history of Westminster United Church in Humboldt has been prepared for this book by Rev. A. R. Laing, the present minister:

In the records of the Presbyterian Assembly, and later those of the United Church of Canada, the story of free church protestant witness in Humboldt expands in ever widening circles with the development of the town.

Humboldt was first mentioned as a "Mission Field" with three preaching points in 1905, and was granted the humble sum of five dollars per week by the Mission Board to further the work in this district. Later it was reported that Humboldt was an "energetic growing town", and the Rev. Joseph Hunter was appointed to the new Church opened in 1905 which was then included in the Yorkton Presbytery. It is interesting to note that the annual ministerial stipend paid at that time was \$574.00, but hay for the minister's horse was less costly than gas is today for the more complicated mode of modern travel and social life.

By the time the Rev. A. Young, B.A., was appointed to the Church in 1906, the then small building was almost paid for and valued at \$2000.00. Five outside preaching points were recorded as being served and included Attica and Shady Grove. The living accommodation for the minister at the time was far removed from the present day, and recorded in the official records as the "Shanty Manse". When the Rev. R. Francis Hall, B.A., was appointed in 1913 the work had grown considerably with the town development, and in the new division of pastoral charges Humboldt had but one outside point which is believed to have been Brithdir.

It was under the longer ministry of the beloved R. H. Caldwell (1915 to 1921) that the work progressed to the extent that the present brick Church was erected and the corner stone laid by the Rev. Dr. John



Shown here is the first Catholic Church erected in Humboldt. The exact date is not known but is thought to have been about 1908. Note the "dandies" in their "Christie stiff" hats. The church was located on the present church site the property for which was donated by Mr. Clement Kohle. First Catholic Church services in Humboldt were held in the store of the Great Northern Lumber Company, south of the railway tracks.



Humboldt's five churches serve almost the entire spiritual needs here. The churches shown above are, top, left to right: St. Andrew's Anglican, St. John's Lutheran, All Saints Ukrainian Greek Catholic; bottom: Westminster United and St. Augustine's Roman Catholic.

L. Nicol in 1917. By that time the pastoral charge had been included in the Saskatoon Presbytery, in which it still remains.

The Humboldt Church joined the great union of Presbyterian, Methodist, and Congregational Churches constituted in 1925 as the United Church of Canada. Its life has ebbed and flowed with the changing tide of the years, but it has ever kept a faithful witness in the district to the Living Word of God, and the independency of Christian worship which is the birthright and heritage of our great Canadian Nation.

The ministers who have served in the succeeding years are the Rev. A. C. Luffman, Rev. Neil McPhedran, Rev. J. B. Howe, Rev. H. D. Ranns, Rev. F. B. Ball, B.A., D.D., Rev. E. S. Leaker, B.A., Rev. W. H. Thomas, B.A., B.D., Rev. A. M. Logie, M.A., Rev. Miles Leith, B.D., and the present minister, the Rev. A. R. Laing, F.Ph.S., who was inducted in July, 1953.

During the ministry of the Rev. A. M. Logie a fine new Manse was built next to the Church, and valued today at over \$20,000.00. Under the present ministry the work has continued to progress, and the membership roll is now the largest recorded in the Church's history. An extensive programme of rebuilding is now being undertaken to restore the whole Church fabric to meet the demands of its increasing work. Outside Churches now being served are at Engelfeld, where a fine new Church has been built, and at Brithdir where a faithful congregation still maintains a link with the past as the oil lamps are lit for the worship services.

The first Anglican service held in town was conducted by the Rev. G. Exton Lloyd in the Presbyterian church in October, 1905. Shortly afterwards, an Anglican Women's Auxiliary was formed and arrangements made to build a small church and vestry which was completed in November, 1905, and christened St. Andrews. It was located where the Post Office now stands, and was later moved to its present location behind the Anglican church to be used as a vestry. It was opened on December 31, 1905, when the service was conducted by Rev. C. H. Coles, M.A., of St. John's, Saskatoon. Rectors since then have included Reverends Andrews, Love, Hadley, Sharples, Stevens, Smith, with Rev. Mr. Lochhead the Rector at the present time.

We are indebted to Rev. Father Peter of Muenster College for a most comprehensive history of the founding and the building of St. Augustine's Church in Humboldt, from which the following excerpts are taken. The complete story of the Parish is included in a history of St. Peter's Colony, compiled by Father Peter.

When the Benedictines arrived in Canada in 1903, there was no town or village in the whole territory. There were only two families residing in the district, those of John Ecker and Charles Schmitt, living on homesteads a short distance east of the present town of Humboldt.

The early settlers did not believe that the location, covered as it was with brush and dotted with sloughs and pot holes, was suitable for a townsite. That is why Prior Alfred established the mission of St. Bernards four miles west at Dixon.

In 1905, two Benedictine nuns, Mother Cecilia and Sister Louise of St. Josephs, Minnesota, visited the colony with a view of establishing a foundation in Saskatchewan. While passing through Humboldt, their conveyance, a democrat wagon, became mired in the mud for two hours. This occurred on the 23rd of September, 1905. The next day the sisters returned to Minnesota and no foundation was undertaken by them in St. Peter's Colony.

Prior Alfred celebrated the first mass in Humboldt in 1905. There seems to be no record of the exact date or place. Presumably it was in the store of the Great Northern Lumber Company, which later served as a place of worship. Father Palm was given charge of the Humboldt mission. Mr. Clement Kohle had donated a block of land adjoining the north limit of the townsite to be used for church and school purposes. On October 5, 1905, Father Rudolph was appointed resident pastor at Humboldt.

St. Augustine's Church was opened and dedicated in May, 1913, and the first service in the new church was a Requiem on June 19, 1913, for Mrs. August Kruse, who had died following an operation.

Bishop Pascal blessed the church on August 10, 1913. Father Dominic, appointed Pastor of St. Augustine's on July 25, 1920, soon recognized the need for a new rectory, one which would be a credit to the expanding congregation and the fast growing town; one large enough so that eventually an assistant priest could reside there.

A new railway line, from Humboldt to Melfort, had been opened in 1921 and a census of the parish taken at that time showed that it contained 180 families totalling 1000 parishioners, not counting thirty Ruthenian Catholic families.

On December 8, 1930, St. Augustine's Parish celebrated its silver jubilee.

Because of the steady increase in the population of Humboldt, the church built in 1912 under the administration of Father Rudolph soon became too small. In the summer of 1949, the parish decided to renovate and enlarge the building for which a fund of \$20,000 was gathered. The contract for the project included the removal of the bulky pillars, which were replaced by steel, and the addition of a new section to the north end. The work was completed in 1951, giving the church now a seating capacity of seven hundred.

As the late Father Dominic was in charge of St. Augustine's Parish for thirty years, thus becoming part of the institution, we include here a short sketch of his life taken from a full account by Father Peter which is included in his history of the Colony:

Rev. Father Dominic Hoffman, O.S.B.,

Pastor of St. Augustine's Church, Humboldt, 1920 to 1950

Gustav Hoffman was born at Giesfeld, Bavaria, Germany, on February 14, 1874, and came to Collegeville, Minnesota, in 1889. He received his noviciate in 1892 under the name of Father Dominic and was ordained to the priesthood on June 21, 1897, and later was assigned

as assistant priest at the Assumption Parish of St. Paul, Minnesota.

Father Dominic came to Canada in 1903, accompanied by Prior Alfred, when the two penetrated the still unsettled colony as far as Dead Moose Lake. His first charge in Saskatchewan was the Parish of St. Ann at Annaheim, where he offered up the first Holy Mass on July 26, 1903, in the home of Adam Specht.

Father Dominic arrived at the site of the new parish, situated on the S.W. ¼ 4-39-20-W2, on August 26, 1903. A few miles to the east Mr. Werner Halback had erected a large log house for his family and this served as Father Dominic's headquarters until a new church was built. This was completed on November 15 of that year and included residence quarters under the one roof. While pastor of St. Ann's, Father Dominic founded St. Anthony's Mission at Lake Lenore where the first mass was celebrated on May 29, 1904, in the home of Mr. Bernard Gerwing. Later a church and parish house were erected there.

In 1918 Father Dominic was appointed Pastor of Sacred Heart Parish at Watson and started construction of a church there, but before the work was completed, he was transferred to St. Augustine's at Humboldt in 1920, which he occupied until his death on January 27, 1950.

Chapter 12

The Ladies

The women of Humboldt, through their various organizations such as the Catholic Women's League, the Womens Auxiliary to the Legion, and the Fraternal and Church Societies, have had a large influence, through the years, in shaping the cultural and social life of the town. They also have, in a large measure, been responsible for the successful efforts in raising funds for many community purposes, including the needs of the Red Cross.

In the field of music, a number of talented lady vocalists, including Mrs. R. A. Telfer, Mrs. Frank Bower, Mrs. J. J. Sawatsky and Mrs. L. C. R. Batten, have given freely of their time and talent in choir work and community entertainment.

The local Music Festival, which has become an annual affair, serves a very important purpose, in bringing to public attention any new talent, which may be latent in the younger people of the town and district, which, otherwise, might never come to light.

The town now possesses a band of over forty pieces, composed of local boys and girls under the capable direction of R. R. Malloch which is a valuable addition to the musical circles of the community.

Chapter 13

The Schools

THE PUBLIC SCHOOL

The supplying of school facilities was one of the first important problems confronting the early citizens of the town. To meet the situation a school district was organized with J. G. Yoerger, George Ritz and E. Walker as trustees.

The question of a building was solved when the leaders of the newly built Presbyterian Church agreed to permit the church to be used temporarily as a school until a school building could be erected. This co-operative spirit resulted in a school being opened without delay with Miss Scanlan and Miss Lyons as the teaching staff.

Later, plans were prepared for a school building, 32 x 40 feet, with two stories erected on the school section number 29 adjoining the townsite at the North East corner. It was completed and ready for occupation on the opening of the fall term in 1907.

On the opening of the school year in 1908, the enrolment totalled 63 pupils, 32 boys and 31 girls.

Mr. J. V. Reilly, appointed in 1909, with headquarters at Humboldt, was the first Inspector in the Humboldt district.

In 1910, a Teachers Institute was formed, the first since Humboldt became the centre of an Inspectorate. The Principal of the Provincial Normal School, assisted by some of the members of the teaching staff conducted a series of meetings in the school which drew a large attendance. Later, a reception was held by the Town Council.

In 1912, the present Public School was erected at a cost of \$65,000 and the former building was converted into a high school.

In 1916 the enrolment had reached a total of 196 with a staff of six teachers. The results of the 1916 High School exams contain many names, some of which were, and others still are, prominent in the life of Humboldt. The results are given here as of undoubted interest to many people:

Passed Full Third: Annie H. Brunn, Ed. John Moeller, Mathias J. Hoffman, Flo. F. Kustus, Clarence Laverne Yoerger. Third Class Part II: Norma Grace Busselle, Mary A. Giffard, Olive Hazel Berry, Wilfred Yoerger, Ainley Waddell. Second and Junior Matric: W. Leisen, Ellen Andreasen, Ethel Smith, Russell Yoerger. Full Second: Frances Brown, George Heidgerken.

The annual convention of the School Trustees of St. Peter's Colony

was held in the Knights of Columbus Hall on July 19, 1923, at which addresses were given by A. W. Loehr, president, and Rev. Father Michael.

The 1924 promotion list for Grade VIII Public School contains the following names: Honors: Mayme McMath, Rosalean Burns, and Earl McDonald. Passed: Mary Skinner, Ivy Wilson, Lillian Douglas, Thos. Patterson, Agnes Mackie and Allister Fraser.

The Separate School list for the same grade and year: Olive Meyers, Anna Ecker, Alfred Poelzer, Genevieve Lins, Henry Poss, Rose Schreiner, Catherine Rolfes, Merle Ahern, and Verna Timmers.

On October 2, 1924, Rev. Father Peter of Muenster Parish was the guest of honor at a farewell banquet on his leaving the Parish to enter Muenster College as a teacher of theology.

The report of School Inspector O'Brien on Humboldt Public School for 1924 contained some very complimentary remarks on the record of that school as follows: "This school is deserving of special mention, in the light of its record for the past four years during which Grade VIII results were as follows:

Years	Number of pupils writing exams	Passed
1921	26	25
1922	22	21
1923	24	24
1924	29	29

This is a remarkable record and reflects great credit on the teaching staff and particularly on the Principal and teacher of Grade VIII, Miss Beth Richardson.

In 1926, the Separate School opened for the fall term with the teaching staff composed of Mr. E. LeBlanc, Principal, and Misses Irene Fitzpatrick, Rose Hallet, Jean Blanc and Mercedes Mettel.

Some outstanding achievements in 1927 were the winning of the Provincial Oratory contest by Julius Pozsor of Muenster College, and second standing at Saskatoon by Albert Pitzel of the Humboldt Farm Boys Team with a score of 85 points only one point below the winner.

In 1927, the twelfth annual convention of the Humboldt Teachers Association was held in the Parish Hall on the 13th and 14th inst. Mr. H. J. Murphy of St. Gregor presided. His opening address was based on the management of a class. The speaker compared the class to a family, with the teacher as guardian. He stressed the point that in the family there should be no idlers, but the children should be energetic and further elaborated the subject contributing an interesting and instructive address.

Arithmetic in the sixth grade was described by Miss E. L. McCarthy of Hillsley, and Miss Theresa Nieman of St. Francis gave an informative paper on history.

Mr. J. O'Brien, M.A., LLB, the District School Inspector, spoke on "Management", of special interest to the teachers.

Prof. W. Ramsay, Ph. D. of Sask. University gave an address on "The Teaching of Socrates."



This picture of the first Separate School in Humboldt was taken shortly after it was erected in 1906. Joe Reinhart was the teacher and the pupils included: John and Joe Schaeffer, Elizabeth and Joe Klug, Carl Ecker, Jerome Steigler, Clara Ecker, and sister, Isabelle Flory, Frances Flory, Florence Steigler, Katie Flory, Lorraine Steigler, Veronica Sigaty, Mary Flory, Agnes Flory, Ida Flory, Rose Klug and the Smith girls. First trustees of the school elected at a ratepayers meeting October 15, 1906, were Messrs. F. Heidgerken, F. I. Hauser and Albert Ecker.

Miss Ruby Gerhardt of the Humboldt Public School staff was the first speaker on Friday morning, her subject being "History for Grade 7." By means of a class, Miss Gerhardt illustrated clearly the methods used in going from the story telling method to the use of the text. Local color was effectively used to aid in the geography lesson, using the Riel Rebellion as an example.

Methods used in the teaching of Arithmetic was the subject of the concluding address by Mr. O'Brien.

In 1929, a High School Literary Society was organized with the following as officials and class representatives: President, Leonard Waddell; Vice Pres: Alex Vetzal; Secretary, Irene Thiemann; Class Representatives: Grade 9, Rose Cutting; Grade 10, Ann Brockman; Grade 11, Ethel Pickell; Grade 12, Aileen Bartel; Pianist, Phyllis Thompson; Editor of the Flame, Aileen Bartle; Reporters, Walter Telfer, Mike Bruser, Tom Poelzer and Isobel Cruiskshank.

In January, 1935, the Sask. Teachers Federation, in co-operation with the Canadian Federation, held a meeting in the Town Hall for the purpose of formulating plans to institute an Education Week throughout the province. The object of the movement was to inform and interest the general public in matters pertaining to our education system.

The Humboldt High School graduating class for 1936 was unusual, in that it was the largest in the history of the school up to that time, and also for the fact that the whole class, twenty two in number, succeeded in passing the examinations.

In his address, the Inspector, Mr. G. R. Hutchings, congratulated the class and complimented the Principal Mr. E. Leblanc on the fine record.

The class included the following:

Miss Lorraine Gaetz, winner of the University Scholarship; Miss Margaret Davies, winner of the medal in Oratory; Mr. Stanley McIvor, the medal in Science; and Phyllis Barber, Mary Bohl, Maria Brandson, Cynthia Bence, Marion Cameron, Maxine Chamney, James Daniels, Lillian Gustafson, Frances Heidgerken, Glen Kaufman, Helen Mann, Johanna Moritzer, George McDougall, Merle Munro, Ron Pickell, Martin Politzki, Olive Robinson and Hattie Smith.

Through the years the following outstanding Humboldt students have succeeded in winning the Governor-General's medal: 1923, Philip Puxley; 1925, Bertha B. Hellman; 1926, Vera Puxley; 1927, Ann Brockman; 1931, Aileen Bartle, and many others, whose names are not available.

The Humboldt Collegiate institute is fortunate in having had for a number of years as Principal, a highly qualified and experienced educationalist in the person of Mr. O. T. Lang.

A native of Cologne, Mr. Lang obtained his early education in the schools of that city, and continued his studies of the Classics and Political Economy in the University. The urge to broaden his education by travel started him on a tour, intended to be a trip around the world, which ended

in 1924 when he stopped off at Humboldt for a visit to friends here and at Annaheim. Being favorably impressed by the country, particularly the opportunities in the teaching profession, Mr. Lang decided to remain in the country.

Mr. Lang, in order to become familiar with Canadian teaching methods, attended St. Peter's College for a time and began teaching in 1927. In 1929, he was appointed Principal of a High School in Western Saskatchewan. Between teaching and University attendance, he acquired a wife in the person of Miss Marie Wurm, a Humboldt district school teacher. In 1945, Mr. Lang came to Humboldt as Principal of the Collegiate Institute.

Mr. and Mrs. Lang raised a family of four children: Henrietta, now Mrs. J. M. Ogilvie Jr., of Humboldt; Mrs. Mathiew Breker of Muenster; Miss Rosemarie, attending the University at Saskatoon; and a son, Otto E. Lang, a graduate of the U. of S. with B.A. and L.L.B. degrees, and now studying at Oxford University in England as Rhodes Scholar, as mentioned elsewhere in these pages.

A record of early Humboldt Public School affairs would be incomplete without a reference to Miss M. E. Richardson who capably served the teaching profession of the province for many years and who was principal of Humboldt Public School for twenty-five years.

After teaching at outlying places in the province, including Big River, Miss Richardson returned to Humboldt in 1916 and taught grades 5 and 6 for four years. In 1920, she was appointed Principal and continued in that position until her retirement a few years ago. During that long period as Principal, almost 1000 pupils passed through her classes. Consequently, many men and women, now engaged in various pursuits throughout the country, owe much to Miss Richardson's capabilities as a teacher and administrator.

Another Public School teacher with a long record of service is Miss Reta Waddell, who, for many years has been a teacher of the primary grade, in some respects, probably the most important in the school. Every parent knows how exacting the task at times becomes of looking after one or two children in the home, and will realize what a teacher, with a class of from ten to twenty of these youngsters is up against. From different environments and of varying temperments, their care, discipline and teaching requires special qualifications not possessed by all teachers. Miss Waddell possesses great ability in the teaching of the very young as evidenced by her successful record through the years. Miss Waddell is the daughter of the late Mr. John Waddell, one of the pioneers of Humboldt who operated one of the first general stores in the town.

THE SEPARATE SCHOOL

The Humboldt Separate School District was organized on October 15, 1906, as the result of a general meeting of ratepayers, with Mr. Fred Heidgerken, Mr. F. I. Hauser, and Mr. Albert Ecker as trustees.

A school building of frame construction was erected on the property



The Court House and Land Titles building



The Separate School recently doubled in size with part of the addition showing at extreme left.

donated by Mr. W. Kohle which was part of the south east of Section 30-37-22-W2. The enrolment continued to increase to such an extent that by 1925 the school was enlarged to consist of two buildings with an enrollment of 200. In 1927 the Ursuline Sisters of Bruno were in a position to join the teaching staff of the school in Humboldt. At first only three sisters were available and Mr. LeBlanc, Principal at the time, continued as such and an additional lay teacher was engaged.

Today, the school is entirely under the direction of the sisters and has grown to such an extent that twelve sisters are required to complete the full staff.

In 1936, a new school was constructed west of the church at a cost of \$30,000 from plans supplied by architects Story and Van Egmond of Regina. The brick building, 72x80, is of modern design, two stories in height, providing six class rooms.

The new school was officially opened on October 26, 1936, with all school officials and children present, including Mr. J. H. McKechnie, Deputy Minister of Education, and Mr. G. R. Hutchings, Inspector of Schools for the district.

Chapter 14

The Legion, Service Clubs and Fraternal Societies

The Humboldt Branch of the Canadian Legion is the largest and most active service organization in Humboldt. Organized at the end of the first World War as the Great War Veterans Association, it continued to function under that name until 1925 when, with other ex-service organizations, the Canadian Legion of the British Service League was formed. Its first quarters was the Dominion Land Office which they purchased and used for a number of years. During the Second World War, the Legion had grown to such an extent that larger quarters were required. To meet this need, they acquired three lots on Main Street north, and purchased a large hut from the R.C.A.F. at Dafoe. This was moved to the present site and remodelled to provide the present fine quarters which are an asset to the town. In addition to being the Legion Headquarters and a home for the reserve army, it serves as a meeting place for the Boy Scouts and Cubs, the Girl Guides and Brownies, High School Cadets, Oddfellows and Rebekahs, and is an ideal hall for weddings, church teas and conventions. The main function of the Legion is the general welfare of its veteran members with particular attention to any who may be in need. Among those who have taken a prominent part in Legion affairs are the following: Past Presidents: Cyril A. Thompson who occupied that post for six terms; Eddie McNab, Joe Reading, Syd Sheppard, Joe Sollosy and W. J. Conley, the present holder of the post being John Leniczek.

The Lions Club, established some years ago, has justified its existence in the town by devoting time, talent and funds to worthy community projects, the most noteworthy of which was the construction of the children's paddling pool in the park. The club has sponsored other endeavors contributing to the general welfare of the community. The Humboldt Lions Junior Band, started about three years ago, is bringing great credit to themselves and much favorable publicity for the town. During the summer months, they are in demand at many Fairs and Sports Days including the Saskatoon and Regina Travellers Day Parades. Director of this organization is Mr. Ralph Malloch of Guernsey, who has had wide experience in training and conducting bands.

Most of the Fraternal orders are represented in Humboldt, the



Humboldt Public School and
Collegiate Vocational Training School.



A summer day in the Lions Club Kiddies' Paddling Pool
at north end of the Lions Park.

largest of which is the Knights of Columbus with around four hundred and fifty members. Hitherto allied with the Manitoba Knights, in 1923 they formed a separate provincial body for Saskatchewan, with J. W. Burton as State Warden.

The many activities of the society include assistance to many charity and benevolent needs such as St. Patrick's Orphanage at Prince Albert, the Ituna Orphanage, the Old Peoples Home at Biggar and other needy causes. The present Grand Knight is Oswald Heidgerken, Sheriff of the Humboldt Judicial District.

The Independent Order of Oddfellows is also active and has a large membership. The Grand Master of the local lodge is Hugh McMath with Mrs. Sid Hall as head of the Rebekas. A Past Provincial Grand Master is the prominent local resident, Dr. J. M. Ogilvie.

The Masonic Order is well established being the oldest Fraternal organization in town, a chapter having been formed shortly after the town was founded.

Chapter 15

Sports

It is evident that the Humboldt people took an active interest in sports from the beginning, as the earliest record available mentions hockey as being played on an outdoor sheet of ice and football and baseball as the summer pastimes. Names mentioned in connection with these early activities include A. J. Borget, Bob Telfer, Fred Wright, J. W. Lowes, J. M. Crerar and J. Brunning.

The first record of organized sport was that of a Baseball Club on April 27, 1906, with the following officers: President, F. C. Wright; Vice President, F. K. Wilson; Secretary, J. Brunning; Captain, A. J. Borget, and Manager, J. W. Wanless. The first baseball tournament was held in connection with the fourth of July, 1906, celebration with the teams from Wadena, Dead Moose Lake and Humboldt represented. Other sports at the celebration and the results were: Footracing, 500 yards: First O. Symington, Second, Wm. Telfer. One hundred yards foot race: First, Robert Telfer, Second, A. Stewart. Running Broad Jump: First, Robert Telfer, Second, A. Stewart. Standing Broad Jump: First, August Lins, Second, Bill Telfer.

The result of the ball tournament was a win by Humboldt with the following personnel making up the team: A. J. Borget, Arenson, Vossberg, Johnston, Prem, Hartman, Dempster, Brunning and Spatgens.

At this time, football as a sport seemed to be growing in popularity as evidenced by the formation of a football club with the following executive: Pres., John Waddell; Vice Pres. and Manager, George Stokes; Secretary, Robert Telfer.

For several years this club was very active, playing games at a number of outside points including Watrous, Saskatoon and Vonda.

Although hockey had been played consistently since the earliest days of the town, it was not until December, 1909, that the first hockey club came into being with the following as officers: President, John Waddell, Vice President, A. L. MacLean; Sec. Treas., R. Telfer; Executive, Dr. Barry, G. A. Campbell, H. J. Vossberg; Captain, Marshall McLeod. The first game as an organization was played against Shady Bluff.

The first Gun Club was organized in April, 1910, with Archie Power, President, and Sinclair Elliott and W. A. Westwood executives.

Also, in the same year, a tennis club was formed with E. R. Jarvis, E. T. Wallace and W. B. Telfer as the officials, and a curling club with thirty seven paid-up members.



The centre of winter activities: the Wigwam at right with artificial ice plant, is the home for the Humboldt Junior Indians, midget, pee-wee, juvenile and intermediate hockey teams the Figure Skating Club and pleasure skating.

At the left is the Humboldt and District Memorial Building shared jointly by the Humboldt Curling Club and the Humboldt Agricultural Society. It contains five sheets of ice during the winter and in the summer is used as an exhibit building during the Annual Agricultural Fair, the Fall Show and the Horticultural Society's show. This building was erected by popular subscription as a Memorial to those from Humboldt and District who gave their lives in the Second World War.

All of these organizations functioned continuously down through the years, excepting the football club in which interest appears to have abated.

Baseball and hockey have held the stage about equally until recent years, when hockey appears to have obtained the edge in public interest, with the installation of artificial ice in the rink, thus greatly extending the playing season and adding to the comfort of the spectators. Since then, hockey has become big business and has opened a career and provided an incentive for boys to take up the game seriously, with the prospect of eventually catching a place on one of the professional teams in the big leagues of the East. In the past Humboldt has developed a number of players who have become prominent in hockey outside of the province and two local boys, Glen Hall, son of Mr. Hank Hall, a well-known railway man, and Murray Parker, son of Mr. Leo Parker, local Postmaster and hockey enthusiast, have made names for themselves, Hall with the Edmonton Flyers of the Western Hockey League and Parker with the Saskatoon Quakers, also of the Western Hockey League. Another very prominent hockey family from Humboldt is the Leswicks. At one time there were four Leswick brothers playing in "big time" hockey, Jack, Tony, Pete and Paul. Of these four Tony is still playing with the Detroit Red Wings of the National Hockey League.

Seven-man hockey was still in use in 1911, the extra player being the rover in which position, as the word implied, the player roved all over the ice with no fixed position. The senior team in that year consisted of the following players: Goal, Dr. J. C. King; Point, R. Telfer; Cover point, H. Bourauel; Centre, C. McInnes; Rover, Smith; Right Wing, Josh Joslyn; Left Wing, O. Telfer. There was also a junior team consisting of R. Hall, C. Gorsalitz, R. Southworth, R. Fournier, B. McClocklin, H. Fincham, and M. Stockall.

In baseball that year, the Quill Plains Baseball League was formed with Humboldt, Watson, Quill Lake and Wadena as members. At the annual fair of the year Humboldt won the pennant in the play-off by defeating Watson 4 to 3.

By 1915, the hockey team, looking for greater fields to conquer, joined the first Northern Saskatchewan Amateur League formed in that year made up of Saskatoon, Prince Albert, Humboldt and North Battleford. Humboldt demonstrated that they could compete on even terms with the teams in the larger centres by winning their share of the games played. The personnel of the team changed from time to time, as players from the junior and school teams developed into senior material, and in the 1921-22 season, the senior team consisted of the following players: Gorsalitz, Fournier, McNab, Hauser, Parker and Hoffman with W. Fournier and Louis Heidgerken as relief players. That year, they won the Northern League and Hudson's Bay Cup, emblem of the championship, and defeated Melville in a play-off with the Southern League but received an unfair deal in a game with Rosetown, who used three ineligible players. In a letter by R. M. Thayer, head of the S.A.H.A., he writes: "If ever there

was a raw deal in hockey it certainly has been given to Humboldt . . . ”

In 1922, the baseball team was managed by A. J. Borget and had a very successful season. Mr. Borget, one of the earliest residents of the town, had been connected with sports from the start, and has maintained a keen interest particularly in baseball to the present time.

Then followed a period of semi-professional baseball and hockey during which all the players were imported and, while fairly good games were provided, no lasting interest was created. Of late years, amateur baseball only has been staged, with local talent developed in the country providing the players, and a good grade of baseball is provided.

Through the years, among the local ball players who could give a good account of themselves, against highly rated outside teams were: Harold Hayes, Louis Steffes, George Millar, Barney Barnes and Harold Gorsalitz. These players took part in many games which provided the fans with plenty of interest and excitement.

The story of hockey in Humboldt would be incomplete without some reference to Mr. Leo Parker who has taken a keen interest in the game, both as a player and enthusiast for nearly forty years. Apart from his regular duties as postmaster, Leo spends all his time in furthering the interest of the game. His name first appears in hockey news in 1916 as a junior player. He soon graduated to senior company and his name appears thereafter on every senior hockey team for many years.

After his playing days were over, he organized a bunch of youngsters, each year and coached them in the game. These included his three sons, Bob, George and Murray, who are all now proficient in the game, with Murray now a member of the Saskatoon Quakers. Leo is still active in the game as manager of the Humboldt Indians in the Saskatchewan Junior Hockey League. He will soon round out forty years of activity in the game, which is a record in any line of sport.

Chapter 16

Through The Years

NEWs ITEMS FROM THE FILES OF THE HUMBOLDT JOURNAL AND DATES THEREOF:

A business change took place when J. Speak sold his Harness business to George Stokes, November 17, 1905.

J. W. Lowes has been appointed postmaster, succeeding Gottlieb Schaeffer who had resigned November 24, 1905.

The C.N.R. has reached Edmonton and trains are now running to that point. November 30, 1905.

Carl Kilm, a German settler, got lost in a blizzard on the way to his home west of town and died from exposure. January 26, 1906.

The new Roman Catholic Church at Dead Moose Lake has been completed at a cost of \$3000. July 6, 1906.

Census returns show Humboldt to have a population of 423. Sept. 23, 1906. Open air rink opened and in operation. November 2, 1906.

Wm. Greaves, who lives 16 miles south of town became lost in a storm and was without shelter from Saturday until Monday, when he was found in an exhausted condition with badly frozen feet. January 18, 1907.

Prince Rupert Lodge A. F. & A. M. formed. March 5, 1907.

Canadian Pacific Railway reached Lanigan. May 10, 1907.

Born to Mr. and Mrs. Fred Heidgerken, a daughter. May 13, 1909.

Report of town census enumerator shows the population of Humboldt to be 1110. November 19, 1909.

Bylaw for the erection of a Town Hall at a cost of \$25,000 defeated at the polls. July 14, 1910.

Dominion Government passed estimates including \$25,000 for a Federal Building in Humboldt. Dec. 20, 1910.

Enterprise moving pictures shown in Bushey Hall. February 9, 1911.

Waldsea Lake becoming a popular swimming beach. June 10, 1911.

Dr. Neely elected in Humboldt but the Laurier Government defeated on the Reciprocity issue. September 28, 1911.

A carload of Ford cars arrived for J. A. Stirling, the local agent. February 24, 1916.

A. J. Borget has purchased a new Buick. April 12, 1916.

Famous case of Cornell and McSloy, local chiropractors charged with manslaughter ends with acquittal of the defendants. October 12, 1916.

The price of Ford cars has been reduced from \$590 to \$555, F.O.B. Humboldt. October 3, 1916.

Memorial service for Private Alex Davies killed in action, held in St. Andrew's Anglican Church. February 1, 1917.

The assessment of the town for the year is \$1,467,737, about \$20,000 below 1915. February 22, 1917.

Sergeant Camille Hallet of Humboldt, killed in action, March 15, 1917. Sergeant McCorkindale and Private C. McInnes both of Humboldt killed in action at the front. April 5, 1917.

Miss Long of the Land Titles Office spent Easter in Saskatoon. April 12, 1917.

Private M. C. Jordan recommended for the Military Medal. June 28, 1917. Laying of the cornerstone of Westminster Church conducted by Dr. Nicol of Saskatoon. August 28, 1917.

Private M. C. Jordan of Mancroft killed in action. September 6, 1917. Dr. J. C. King nominated as Liberal candidate in the forthcoming election. October 20, 1921.

Burglars entered the Burns and Brown store and stole \$4000 worth of dry goods. November 10, 1921.

The marriage of Miss Dorothea Kepkey to Cecil Earl Joslyn was solemnized on March 15. March 22, 1921.

W. C. Mainzer reports yield of 50 bushels per acre of wheat. Sept. 14, 1922.

The Knights of Columbus have formed a separate provincial for Saskatchewan with J. W. Burton as the state warden. June 7, 1923.

Humboldt Band, under the direction of bandmaster Hunter won two prizes in a contest at Saskatoon with six bands competing. August 2, 1923.

J. J. Daniels has installed the very latest equipment in his drycleaning plant. November 1, 1923.

Joe Kunaman, butter maker at the Central Creameries, won first prize for his butter at Moose Jaw Dairymans Convention against 72 competitors. February 14, 1924.

Mr. and Mrs. Hubert Rauw of Willmont, having sold their farm, have moved to town. November 19, 1925.

Mr. Art Perry, on a trip to the coast had the unfortunate experience of being robbed of his wallet containing 200 dollars. March 20, 1925.

Miss Rose Pitzel left today for Minneapolis to attend the State Convention of the Womens Catholic Order of Foresters. May 28, 1925.

Miss Ethel Codd, formerly of Humboldt, made her debut with the Brandon Opera Co. singing the leading role in the Pirates of Penzance. June 1, 1925.

Dr. Ogilvie, M.D., who has been practicing at Lake Lenore, has moved to Humboldt and opened an office on Main St. January 21, 1926.

The Ursuline Sisters have established a convent in Humboldt in the former Andreasen residence. May 6, 1926.

Henry Stockert recently caught a 32-inch pike in Stony Lake. July 15, 1926.

Rev. Father Schmid, Chaplain at St. Elizabeth's Hospital, died at St. Paul's, Saskatoon. July 29, 1926.

Harry Ford of Dixon, has been appointed District Agent for the Wheat Pool. September 16, 1926.

The marriage of Hilda Mary, daughter of Mrs. Davies of Plunkett to Mr. George B. Bailey took place at St. Andrew's Anglican Church. April 12, 1928.

Anton Mettel of Humboldt has purchased the Empire Hotel in Saskatoon and will move there to live. November 8, 1928.

Columbus Hall, erected by the Knights of Columbus, formally opened. January 24, 1929.

H. M. Therres, M.L.A., nominated as Liberal candidate in election on June 6. May 16, 1929.

Canadian Legion opened their new hall in the old Land Titles building opposite the Arlington. September 12, 1929.

Death of Henry Brockman, a pioneer farmer of the district, occurred on October 13. October 20, 1929.

Humboldt Electric Power Plant badly damaged by fire to the extent of \$3000. December 4, 1930.

Missionary nurses, Misses Agnes Schaeffer of Humboldt, Rose Martin of Daylesford and Jean Ewen of Toronto, arrived here after spending three years in China and have interesting stories to tell of their experiences. July 8, 1935.

J. E. Cameron appointed Humboldt Town Clerk. April 2, 1936.

Mr. J. A. McMath of Humboldt, died accidentally in the railway yards at Kindersley, being hit by the yard engine. August 27, 1936.

Chapter 17

What Of The Future

What further development and growth can Humboldt look forward to in the immediate future? This is a matter of speculation, but a few observations thereon may not be out of place here. The town, surrounded as it is by an expanse of fertile agricultural land, is thus backed by the most permanent and lasting basic resource to be found anywhere. Wealth, in the form of wheat and other farm products, has been flowing through the grain elevators and markets of the town and district, continuously year after year for the past fifty years and with efficient farming methods can continue to do so indefinitely.

There are farms in Eastern Canada and the United States which have been producing good yields of grain for two hundred years, a record which has not been equalled by any other natural resource. Our forests, a valuable basic resource, take from fifty to seventy years to produce one crop. Much has been written of the wealth obtained from the gold discoveries of the Cariboo, Yukon and California which lasted ten or fifteen years and then petered out, leaving only memories and ghost towns.

Minerals, although a source of great wealth, lack the permanence of agriculture, in which fertility may be maintained by the use of fertilizer and production can continue indefinitely; while in the case of the former, the supply diminishes in the exact ratio to the amount taken out, and in time the supply becomes exhausted and is gone forever. Any community with both agriculture and minerals is fortunate but the two are rarely found together.

The district around Humboldt, situated as it is in relation to raw materials and markets, is not liable to attract manufacturing to any extent. It would, therefore, appear that the principal function of the town, in the economy of the country, will consist of the wholesale and retail distribution of goods and services and as it is the centre of a large district, well served in every direction with railways and highways, these services can, no doubt, be expanded. There was a time in the past when such towns would attract small manufacturing and processing plants such as sash and door factory, meat processing and packing, tannery and leather; but owing to changed conditions these have been absorbed by the large corporations with which the smaller local operator cannot compete. A greater use of the port of Churchill and the Hudson Bay Railway as an outlet and inlet to the country would be the greatest factor in the development of the central prairie region. The town of Humboldt,



Main Street today looking north from Railway Avenue



Livingston Street today looking north from Railway Avenue

in particular, situated as it already is on the direct route to that port, is the logical centre for assembling traffic outgoing and distribution of incoming cargo.

Freight rates on the long rail haul to and from the East have increased to such an extent that in desperation, the country will be forced to adopt measures to meet the situation, and the Hudson Bay route with the short rail haul to an ocean port is the only solution.

In the foregoing pages, we have attempted to compile a record of the founding and building of the Town of Humboldt; and the causes leading to the settlement of the town and district.

History is largely a record of movements of people from one place to another and the reasons or inducements which led them to do so. In this case, the incentive was free agricultural land, without which Humboldt would not have come into existence. Thus the story of Humboldt is in large part a record of the settlement of Western Canada by new peoples drawn from nearly every country in Europe, the British Isles, the United States and Eastern Canada, of the conditions they found, the difficulties they had to overcome, and the changes brought about by their coming. We, of Western Canada, including Humboldt and district, are, therefore, a mixed people of various racial and cultural backgrounds, living together peaceably, and conforming to the laws of the country. Some of the doings recorded in these pages may appear trivial in comparison with the broader national or world affairs, but it is the smaller problems of every day life which help us to a better understanding of each other and will tend to further cement us into real "Canadians."

- *The End* -



The pride citizens of Humboldt take in their town is reflected in the many fine homes, the well-kept yards, colorful flower beds and the general neat appearance of the residential sections. Above are just a few of the many attractive homes. Pictured here, from the top and left to right, are the homes of C. Schenn, S. M. Sutherland, J. A. Christian, P. J. Rosenberg, S. Greenberg and L. T. Dust.

FEB 90 RETURN
DUE BOTH OCT 17 1991
NOV 06 RETURN
JUN 02 '92
SEP 07 '92
SEP 08 RETURN
F 255

FC 3549 H8 G76 1954
GRANT ROBERT W
THE HUMBOLDT STORY 1903-1953

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